

THE ILLUSTRATED LONDON NEWS

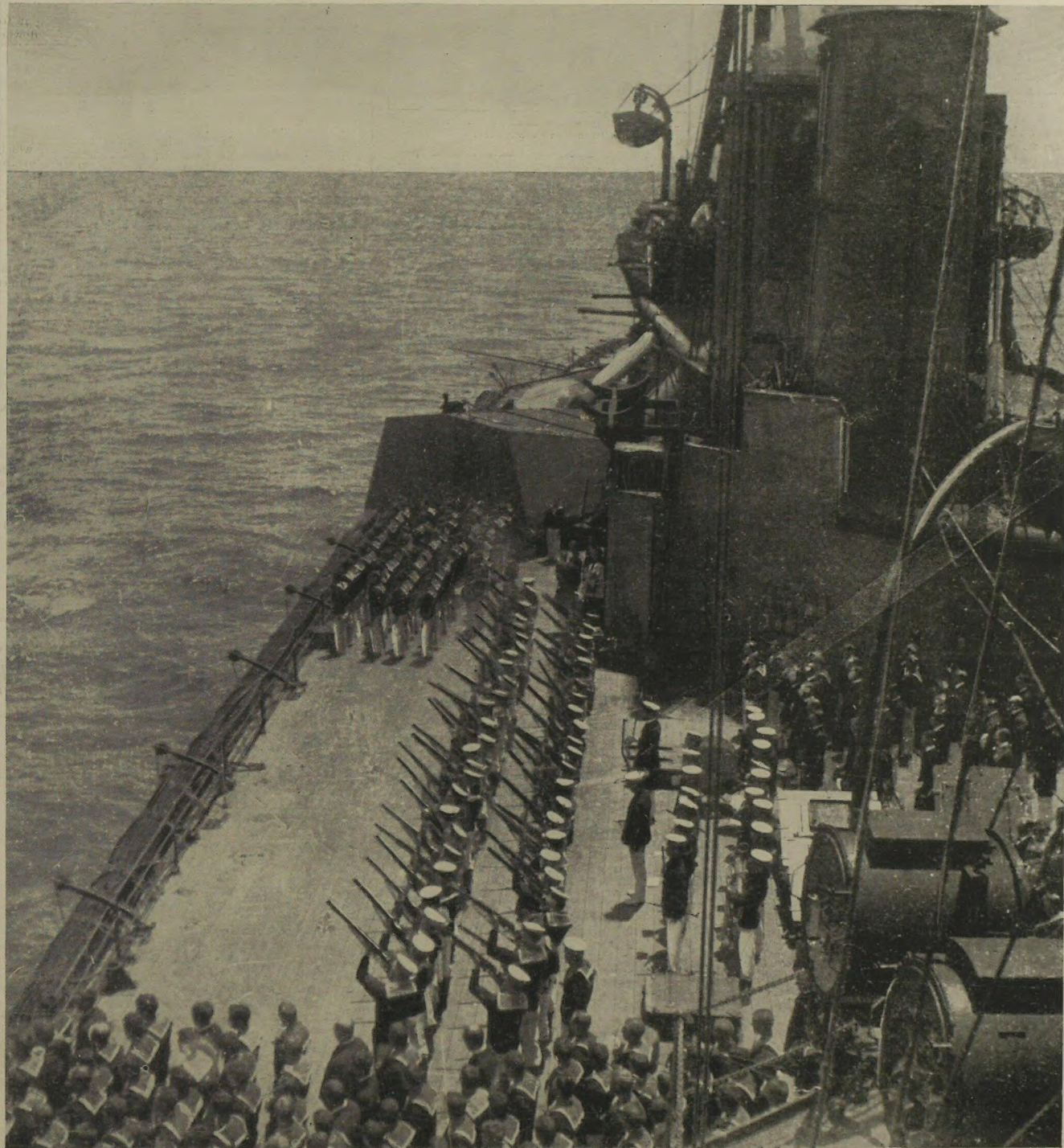
REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

No. 3961.—VOL. CXLVI.

SATURDAY, MARCH 20, 1915.

SIXPENCE.

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.



AN UNUSUAL FORM OF HONOUR TO THE DEAD: FIRING A VOLLEY ON A BRITISH WAR-SHIP OVER THE SPOT WHERE THE "GOOD HOPE" AND THE "MONMOUTH" WENT DOWN OFF CORONEL.

Our photograph shows how the Navy paid its tribute to the gallant men who died in the action of November 1 off Coronel, on the coast of Chile, when the "Good Hope" and "Monmouth" went down after a fight against overwhelming odds. The Navy's tribute to its lost comrades took the form of a memorial ceremony on board a war-ship as it passed over the waters where the two cruisers sank. Volleys were fired, and the "Last

Post" was sounded in the presence of all the officers and crew of the ship assembled on deck. The scene was most impressive. The loss of the "Good Hope" and the "Monmouth" was avenged in the battle off the Falklands, when all the German squadron except the "Dresden" were sunk; and now the "Dresden," too, has met her end at the hands of the "Kent" and the "Glasgow," which met her first off Coronel.

PHOTOGRAPH BY ILLUSTRATIONS BUREAU.

“OUR NOTE-BOOK.”

Owing to the continued illness of Mr. G. K. Chesterton, we are compelled to omit “Our Note Book.” We trust that Mr. Chesterton will be well enough to resume it before long.

NEW NOVELS.

“Delia Blanchflower.” Mrs. Humphry Ward handles the young woman in revolt with the dispassionate wisdom of the elders, and, if anyone hopes to find an anti-suffrage propaganda in “Delia Blanchflower” (Ward, Lock), he is doomed to disappointment. The wild women are measured—we had almost said tabulated—with a cool precision, although Delia herself, the beautiful young heiress who is dragged in to serve the cause by the intrigue of her ex-governess, might as well have belonged to Marcella’s—or Katherine the Shrew’s—generation as to the years of the militant revolt. She is not of an age, but of all time; and love and marriage make a seemly end to her airs of desperation. The more novel side of the story is, to our mind, Mrs. Ward’s study of the new phase in feminine friendships, a phase that has a considerable and growing interest. This, at least, never troubled the Elizabethans, or the contemporaries of Victorian Marcella—this anti-social trend of women who find each other’s company all-sufficient, and whose egoism makes extreme demands on the devotion of the beloved object. We are not sure that the student of modern psychology will not find symptoms here more singular and disquieting than much hysterical window-breaking, and we are grateful for Mrs. Ward’s imaginary example of a present phenomenon.

“Edgar Chirrup.” “Edgar Chirrup” (Methuen) is Miss Peggy Webling’s biggest and most ambitious piece of work. Nothing indicates the care and discretion of the true artist better than an examination of the steps of his advance, where the “infinite capacity” can be pursued in detail. The spirit does not change: the method merely expands; but confidence comes with practice and—as in Miss Webling’s case—with success. “Virginia Perfect” was a noteworthy novel, but it was slight—no more than the slender sketch of a woman’s quiet life. Edgar Chirrup’s biography could not have been kept, as Virginia’s was kept, within the limits of a family circle. It demanded broad treatment; and a Dickensian prodigality of characters. You cannot follow a great actor from his obscure beginning to the summit of his career without watching him rub elbows with all sorts and conditions of people, and spring, with the peculiar genius of actors, into many intimacies. “Edgar Chirrup,” then, is a novel on the generous scale, and we congratulate Miss Webling on her admirable study of the human side of a public idol, and not less upon the breadth of vision which is so plainly apparent in her observation of men and women.

“The Titan.” When the eighteenth century, exquisitely conscious of wit and *bel esprit*, wrote its letters and its memoirs, it had no vision of later generations turning from them choked with the Dead Sea fruit of a bygone levity. Their literary flavour remains; but the spirit that was to endure for ever ardent has long since lost its potency. So when Mr. Theodore Dreiser holds up the mirror to the great American financier in “The Titan” (John Lane), he overlooks, perhaps, the sinister reflection he presents to them: Let us make no mistake: Frank A. Cowperwood is an active source of evil to the State that owns him as a citizen, and not the less so because Mr. Dreiser admires his gigantic driving power (repeatedly insisted upon as a “dynamic force”), and is at pains to show the city of Chicago pulsing like a live thing and expanding under his predatory hand. Cowperwood’s non-morality is not a negative affair; and it bulks large even in a world that seems to us to be seen, as Gulliver saw the Brobdingnagians, with its wens and its odours almost unbearably exaggerated. He is indeed a Titan. Cowperwood and his financial antagonists fight for dominance and dollars with any weapon, clean or foul, that comes to their hand; and in another sphere Cowperwood’s insatiable sensuality finds every woman who takes his fancy, be she maiden or wife, a quarry to be hunted down. There are a score of these conquests in Mr. Dreiser’s biography of the great man, and, frankly, we prefer not to accept the estimate they seem to offer us of American women. “The Titan” is a book of strenuous realism, and its vivid picture of the Transatlantic superman sets one thinking. He is not much less of a menace to the tranquillity of human progress than Nietzsche’s “great blonde beast,” with whom he has certain anti-social traits in common.

SENTRY & POLICE DOGS.

MAJOR RICHARDSON’S SENTRY DOGS (Airedales), as supplied our Army in France, and for home service. For night outpost duty, guarding camps, prisoners, detached posts, &c. 5 gns. POLICE DOGS (Airedales), as supplied Metropolitan and County Police; best protection against tramps, burglars. For yard or house, town or country, 5 gns.

SCOTCH ABERDEEN, FOX (Rough and Smooth), IRISH TERRIERS 5 gns.; Pups. 2 gns. BLOODHOUNDS, 20 gns.; Pups. 7 gns.

GROVE-END, HARROW. Tel. 473.

NOTE TO CONTRIBUTORS.

It is particularly requested that all SKETCHES and PHOTOGRAPHS sent to THE ILLUSTRATED LONDON NEWS, especially those from abroad, be marked on the back with the name and address of the sender, as well as with the title of the subject. All Sketches and Photographs used will be paid for. The Editor cannot assume responsibility for MSS., for Photographs, or for Sketches submitted.

TO OUR READERS.

On MONDAY, MARCH 22nd, will be published the most wonderful Number ever produced, entitled

“GREAT-WAR DEEDS”

This publication deals with the incidents of gallantry which have made the fame of the fighting quality of our Sailors and Soldiers ring throughout the World.



MEN OF THE “SYDNEY” CHEERING AS THE DEFEATED AND SINKING “EMDEN” TURNED TO RUN ASHORE.

“GREAT-WAR DEEDS”

consists of a collection of paintings by our best-known War Artists specially executed for this Number, and includes a 3 ft. 4 in. Panorama depicting what may be claimed to be one of the finest achievements in the history of the British Army. This Panorama is from a painting by R. Caton Woodville.



“THE THREE MUSKETEERS” OF PRINCESS PAIRICIA’S OWN, WHO HELD A MOUND ALL DAY.

“GREAT-WAR DEEDS.”

This splendid number is printed in Photogravure throughout, and every proof is equal to a guinea engraving.

It consists of 28 photogravure proofs of paintings (each picture measuring 20 in. by 11½ in.); together with the Panorama mentioned above.



MICHAEL O’LEARY WINNING THE V.C. BY PRACTICALLY CAPTURING THE ENEMY’S POSITION BY HIMSELF.

“GREAT-WAR DEEDS.”

In this Number are represented the Royal Navy, the Royal Australian Navy, the Royal Naval Air Service, the Naval Brigade, the British Army, the Territorials, the Indian Army, and the Canadian Contingent.



NAIK DARWAN SING NEGI WINNING THE V.C. BY LEADING ROUND THE TRAVERSES AT FESTUBERT.

“GREAT-WAR DEEDS,”

PUBLISHED BY “THE ILLUSTRATED LONDON NEWS.” Price Half-a-Crown.

ORDER NOW

ORDER NOW.

PUBLISHING OFFICE: 172, STRAND, LONDON, W.C.

PARLIAMENT.

EMERGENCY business of great importance occupied the Houses of Parliament till this week. A very grave feeling was excited by the introduction of the measure empowering the Government to take over any works for the manufacture of war material. “Victory as usual,” instead of “Business as usual,” was the motto given in its support by Mr. Lloyd George. Although Mr. Bonar Law described the proposals as probably the most drastic ever submitted to any House of Commons, he accepted the Government assurance of their necessity, and the Bill was passed by the House of Commons in a couple of days. Lord Kitchener, in recommending it to the other House, made what the Marquess of Lansdowne described as probably the gravest appeal yet addressed to the people of this country in connection with the war. The output of munitions, he said, “is not only not equal to our necessities, but does not fulfil our expectations.” In measured words, heard with anxiety by Peers and by Peersesses, nearly all of whom were in mourning, he appealed to workmen and employers to do their utmost to produce that adequate supply without which operations would be very seriously hampered and delayed. He announced that a system was being arranged under which the important armament firms would come under Government control, and that workmen who gave their services steadily in producing the munitions of war would be awarded a medal. The Bill on the subject which Lord Kitchener declared to be imperatively necessary was, of course, as readily passed by the Peers as by the Commons. Questions were, however, raised in both Houses with reference to loss or damage sustained not only in respect of buildings or business, but also in respect of land under the Defence of the Realm Acts; and eventually a Commission, consisting of Mr. Duke, K.C., M.P., Sir James Woodhouse, the Railway Commissioner, and Sir Matthew Wallace, a Scottish agriculturist, was appointed to determine what compensation ought “in reason and in fairness” to be paid. At the same time there was some danger of the re-kindling of the flame of domestic controversy. By an arrangement between the two sides, a Bill was suddenly introduced by the Government in the House of Lords postponing the operation of the Act for Welsh Disestablishment till six months after the termination of the war, the Unionist leaders giving an assurance that during that period they would not be a party to any effort in Parliament to amend or repeal the Act. The measure was passed by the Peers through all its stages at a single sitting, but in the House of Commons it encountered strong opposition from the Welsh Liberal Members, who, through some misunderstanding, had not been consulted beforehand; and, in order to try to secure its general acceptance, progress with the measure was postponed till after Easter, Mr. Lloyd George, with great courage, fire, and eloquence, rebuking those Welsh Radicals who would refuse a respite to Churchmen engaged in the war. To such he was prepared to say: “You are not an honour to the race to which we belong.” His speech was one of the bravest he ever delivered.

THE PLAYHOUSES.

“SEVEN DAYS.” AT THE NEW.

WHY anyone should have thought it worth while to import the farcical comedy of “Seven Days” from America—and presumably, since the play deals with a New York police-rule, it is of American origin—it is difficult to say, for its fun is of a very childish order, and depends on devices which are drawn upon with an iteration that becomes positively tedious. In New York, apparently, a quarantine of seven days is imposed on the inmates of any house to which an infectious disease can be traced, and during that period no one may pass out from the beleaguered garrison, and, it would seem, no food may be brought in. It is with the predicament of a group of persons thus imprisoned that Mary Rinehart and Avery Hopwood set themselves to make sport in the piece which now fills the programme at the New Theatre. The borrowing of a wife to tide over the difficulty caused by the visit of a relative who holds the purse-strings, is no novel basis for the plot of a farce; it has served numberless times already. In this case, the relative is an aunt of puritanical views, and her nephew is afraid of her discovering that his young wife has lately divorced him for incompatibility, and so provides himself with a substitute, only to learn that his former wife has made a call at his home, and that both she and the aunt he had wished to bundle off are to remain on his hands for a week. The stealthy appearances and exits of a burglar, shut in also, and ravenous for food; the delusions his pranks cause in a girl who believes in spirit-rapping; the constant disappearances of a telephone-receiver; and the amateurish attempts of the house-party at cookery and other domestic service, are not well enough managed, and contain too much repetition of identical business, to afford first-class diversion; and there are far too many *longueurs* in the action. A company including Miss Lottie Venne, Miss Auréli Lee, Miss Athene Seyler, and Mr. Lemox Pawle, strives hard to entertain; but even the irrepressible Miss Venne, in a part which gives little scope for her vivacity, finds a difficulty in struggling against the play’s lack of pace and its repetitions.

TERMS OF SUBSCRIPTION

“THE ILLUSTRATED LONDON NEWS.”

PAID IN ADVANCE.

INLAND.	Twelve Months (including Christmas Number), £1 9s. 3d.
	Six Months, 7s. 6d.; or including Christmas Number, 15s. 3d.
	Three Months, 4s. 6d.; or including Christmas Number, 8s. 3d.
CANADA.	Twelve Months (including Christmas Number), £1 15s. 8d.
	Six Months, 10s. 3d.; or including Christmas Number, 17s. 9d.
	Three Months, 6s. 3d.; or including Christmas Number, 9s. 4d.
ELSEWHERE.	Twelve Months (including Christmas Number), £1 15s.
ABROAD.	Six Months, 10s. 6d.; or including Christmas Number, 18s. 3d.
	Three Months, 7s. 6d.; or including Christmas Number, 10s. 6d.

Subscriptions must be paid in advance, direct to the Publishing Office, 172, Strand, in English money; by cheque, crossed “The Editor of the Illustrated London News,” or by Post Office Order, payable at the East Strand Post Office, to THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, London, W.C.

THE GREAT WAR.

By CHARLES LOWE.



FOLLOWING the lead of our glorious Navy, which had been showing what wonders it could do in the forcing of the Dardanelles, our Army in Flanders braced itself up to the task of equally bringing home to the mind of the nation that it could be no less effective in the exercise of corresponding achievements on land. Between our two Services there has always been a fine, healthy rivalry, void of jealousy or malice, and it is certain that the storming of the German trenches around Neuve Chapelle by our heroic soldiers was by none of their countrymen more warmly admired and applauded than by their sailor comrades who are keeping their silent, vice-like vigil in the lone, grey North Sea, or—"terque quaterque beati!"—engaged in bursting through the ocean portals of the Turkish Empire, where, as Lord Kitchener assures us, "the matter is well in hand."

Much has been said and sung about our November battles at Ypres, and not even at Waterloo was it better shown, to quote the glowing words of Napier, "with what majesty the British soldier fights." But, after all, both Ypres and Waterloo were defensive battles, which do not, somehow, appeal to the popular imagination like offensive ones. In other words, the holding of a position is never quite so stirring an affair as the storming of one; and one is inclined to think that our capture of Neuve Chapelle by forceful push of pike, after a preparatory cannonade unparalleled in this or any other war, will afterwards be quoted as our first real offensive action on a considerable scale.

As defensive battles I have compared Ypres with Waterloo, and the comparison may now be extended from Waterloo to Neuve Chapelle—an offensive battle on our part. The front of the entrenched position we attacked was 4000 yards, or 2½ miles, which was just about the length of our embattled line at Waterloo. If we reason by analogy from the topography of London, the German position at Neuve

resistance in "Port Arthur" positions, that our victorious troops were able to call the day their own and send back to the ambulances and hospitals the "cheeriest crowd of wounded ever seen there."

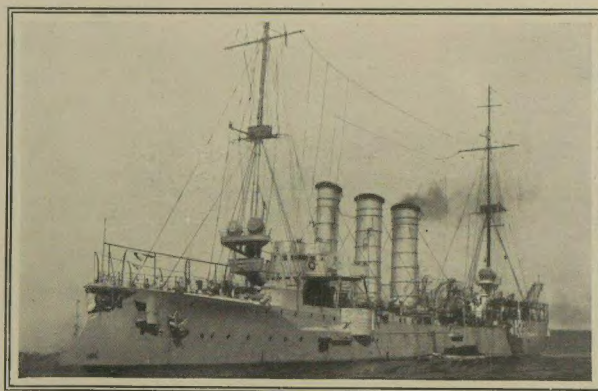
Cheery, yes; while their more fortunate comrades—with the *gaudium certaminis*, the fierce joy of strife, sparkling in their eyes—came out of battle singing like blackbirds, which as woodland songsters are very hard to beat, even by nightingales. In order to keep their courage up—like the village schoolboy who whistles his nocturnal way through an eerie, leaf-rustling churchyard—the Germans make a point of chanting "Deutschland über Alles" while advancing to battle. But our own soldiers, like their forefathers at Crecy on the Somme—

and push the presumptuous Germans from their Belgian stools. It was but an isolated incident on the Waterloo scale, as far as concerned our numbers and length of battle-line, which in both respects were about the same—with our substitution of the offensive for the defensive; and, if one may employ the parlance of the Turf, as in the nature of a mere preliminary canter.

Above all, it showed the terrific effect of concentrated artillery fire, such as the Germans brought to bear on Sedan with over 600 concentric field-pieces; and it is probable that the Allied guns at Neuve Chapelle did not fall very far short of this colossal number. Apart from its tactical lessons and strategical value, our victory at Neuve Chapelle must be regarded as rich in military-moral value, and as the finest and most fruitful thing in the offensive field which we have yet achieved.

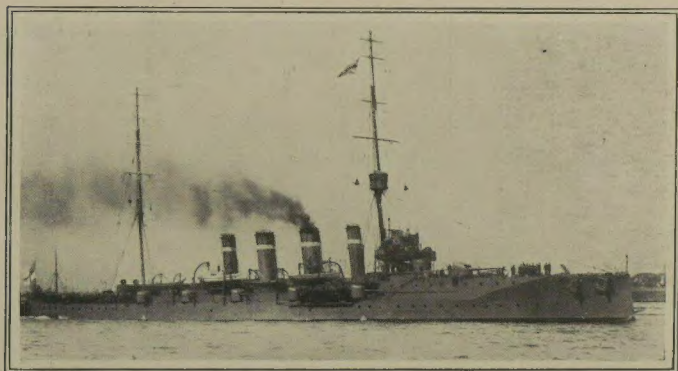
But, such are the vicissitudes of war! on the day after Neuve Chapelle—by one of the ironies of fate—we had to offset this splendid victory on land with several losses at sea, the most serious being that of the auxiliary-cruiser, or armed liner, *Bayana*, while engaged on patrol duty in the Firth of Clyde, and most of her gallant crew—a victim of the submarine warfare decreed by Germany against all and sundry vessels, British and neutral. But, after all, this disaster must be considered in the light of our Admiralty statement that since the war began no fewer than 49,745 oversea steamers, each over 300 tons, reached or left our island ports, and that of these only 90 have been sunk or captured by enemy ships. Actually only a total of 11 can be claimed as victims of the submarine "blockade" of the paper or Berlin-Napoleonic kind on Feb. 18, though since that date seven other British vessels, not to speak of some French and neutral ships, have been officially announced as torpedoed.

But all these marine losses will soon be more than offset by our Order in Council which defines the marine "siege of Germany" on the ground of his Majesty's



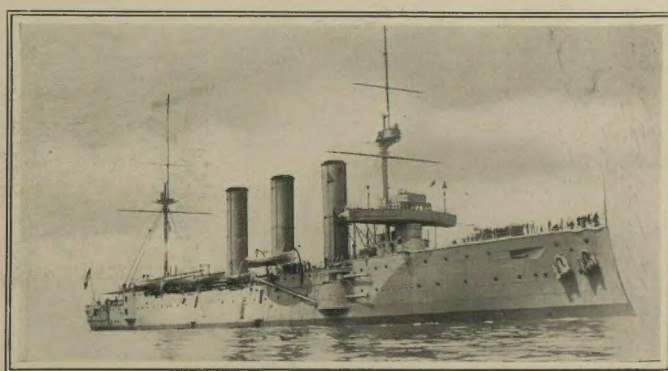
SUNK NEAR JUAN FERNANDEZ BY A BRITISH SQUADRON: THE GERMAN COMMERCE-RAIDING CRUISER "DRESDEN."

who, as Froissart tells us, impressed their adversaries by their ominous silence on the point of battle—prefer to reserve their lyricism on such occasions till there



ONE OF THE BRITISH CRUISERS WHICH SANK THE "DRESDEN": H.M.S. "GLASGOW."

"On March 14, at 9 a.m.," to quote the Admiralty statement, "H.M.S. 'Glasgow' (Captain John Luce), H.M. Auxiliary-Cruiser 'Orama' (Captain J. R. Segrave), and H.M.S. 'Kent' (Captain J. D. Allen, C.B.) caught the 'Dresden' near Juan Fernandez Island. An action ensued. After five minutes' fighting, the 'Dresden' hauled down her colours and displayed the white flag. She was much damaged and set on fire, and after she had been burning for some time, her magazine exploded and she sank. The crew were saved. . . . There were no British casualties." The "Dresden," a sister to the "Emden," began her commerce-raiding career by sinking the "Hyades" off Brazil on August 16. Later she operated in the Pacific. With the "Prinz Eitel Friedrich" (now in an American port) she escaped in the action off the Falklands. —[Photographs by Symonds and G.N.]



ONE OF THE BRITISH CRUISERS WHICH SANK THE "DRESDEN": H.M.S. "KENT."

Chapelle would be roughly represented by the area between a line running from Hyde Park Corner to St. Paul's on one hand, and Oxford Street on the other; and this was the area which two of our army corps—one British, the other Indian—set themselves to storm after a bombardment of the most terrific kind ever experienced by any soldiers, which literally blotted out the labyrinth of trenches and filled them with dead and dying. No wonder Lord Kitchener has been complaining that our output of ammunition is not keeping pace with its consumption.

Then, following on this bombardment, the signal for attack was given—most thrilling and intoxicating of all the joys of soldier-life, this blood-inflaming bugle summons!—and in less than half-an-hour almost the whole of the elaborate series of trenches in and about Neuve Chapelle were in our hands—or within an hour's time altogether, though it was not till night-fall, owing to spasmodic counter-attacks and isolated

is something to sing about, and in cases of this kind it is ever he who last sings who singeth best.

For one thing, our superb "soldiers of the King" were now chanting a victory which was estimated to have cost the Germans on that and the succeeding days of fruitless counter-attacking a loss of at least 17,000 men, including some 2000 prisoners shipped to England; to have been pronounced by the French Headquarters as "absolutely complete"; and to have elicited from M. Clemenceau, who may be accepted as the mouthpiece of his fellow-countrymen, the splendid compliment that "the British soldiers, treating war as a higher form of sport, have now placed on record such deeds that they can claim a renown which the greatest alone have been able to equal, or rather, if I may say so, a pre-eminence in equality."

But, after all, let us not misunderstand the meaning of Neuve Chapelle, which was more of an experiment on our part than a serious effort to break through

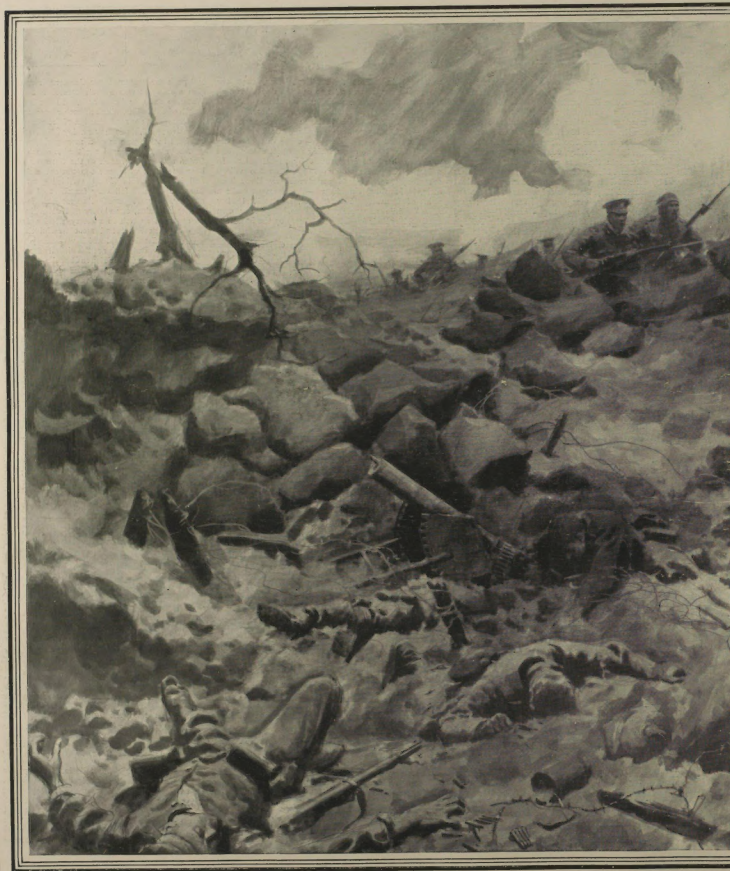
"unquestionable right of retaliation"; the publication of this Order, by a happy coincidence, being followed by the news that the commerce-destroyer *Dresden*, sole survivor of the Falkland fight, had at last been cornered off Robinson Crusoe's island and sent to the bottom in five minutes, leaving only two vessels, the *Karlsruhe* and *Kronprinz Wilhelm*, now flying the German war-flag in all the world's open seas—a result never before achieved in any other war. And yet the President of the Prussian Upper House has been telling it that "England tries to starve us, and attempts to fight against our women and children instead of against our Army and Fleet."

As for the situation in the eastern seat of war, it was well summarised by Lord Kitchener, who said that "the German invaders of Poland are now either well held or are being driven back"; to which may be added that the Tsar has again returned to the front—a good sign.

LONDON: MARCH 16, 1915.

THE SHATTERING EFFECT OF HEAVY GUN-FIRE ON

DRAWN BY

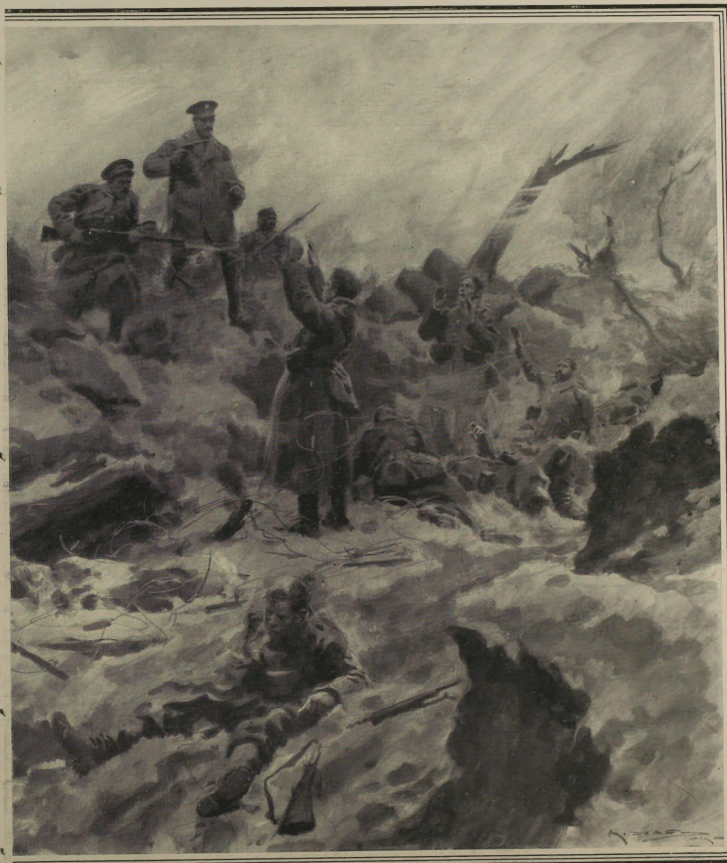


NEUVE

The British victory at Neuve Chapelle, on March 25, was one of the most remarkable achievements of the war. As a feat of generalship, it was one of the best-planned and best-led operations our Army has carried out. The battle began shortly before eight in the morning, with a terrific bombardment of the entire German front in that quarter. Field-guns and machine-guns and howitzers joined in, and the tremendous noise from the firing is described as absolutely stunning, one continuous succession of thunder-crashes. For over half-an-hour the artillery fire *en masse* was kept up, practically sweeping the German positions everywhere with a hurricane whistling of bursting shells. The Germans, as the unswerving and dazed prisoners told later, were overpowered and, as it were, smothered under it. Their trenches were almost shattered out of recognition in places, reduced to shallow excavations, which

TRENCHES: THE LATEST DEVELOPMENT OF THE ATTACK.

A. C. MICHAEL.



CHAPELLE.

were piled high with dead and dying men half-buried under heaps of debris. Then the British gun-fire ceased, and, with a triumphant rush, the Fourth and Indian Corps were sent forward en masse. They swarmed in on the enemy, who, except at one point where they stood at bay, offered but feeble resistance, cowed by the fearful hammering they had undergone. Before noon the whole of the enemy's entrenched lines round Neuve Chapelle were in our hands. The success was marginally followed up, and in the words of Sir John French's report, "by dusk the whole labyrinth of trenches on a front of about 4000 yards was in our hands, and we had established ourselves about 1200 yards behind the enemy's advanced trenches." (Drawing Copyrighted in the United States and Canada.)

THE PRICE OF TURKEY'S ALLEGIANCE TO GERMANY: TURKS KILLED IN THE ATTACK ON THE SUEZ CANAL.



AFTER THE DISASTROUS ATTEMPT BY THE GERMANISED TURKS TO CROSS THE SUEZ CANAL IN PONTOONS: THE CANAL BANK AT TOUSSOUM STREWN WITH TURKISH DEAD: AND A WRECKED PONTOON

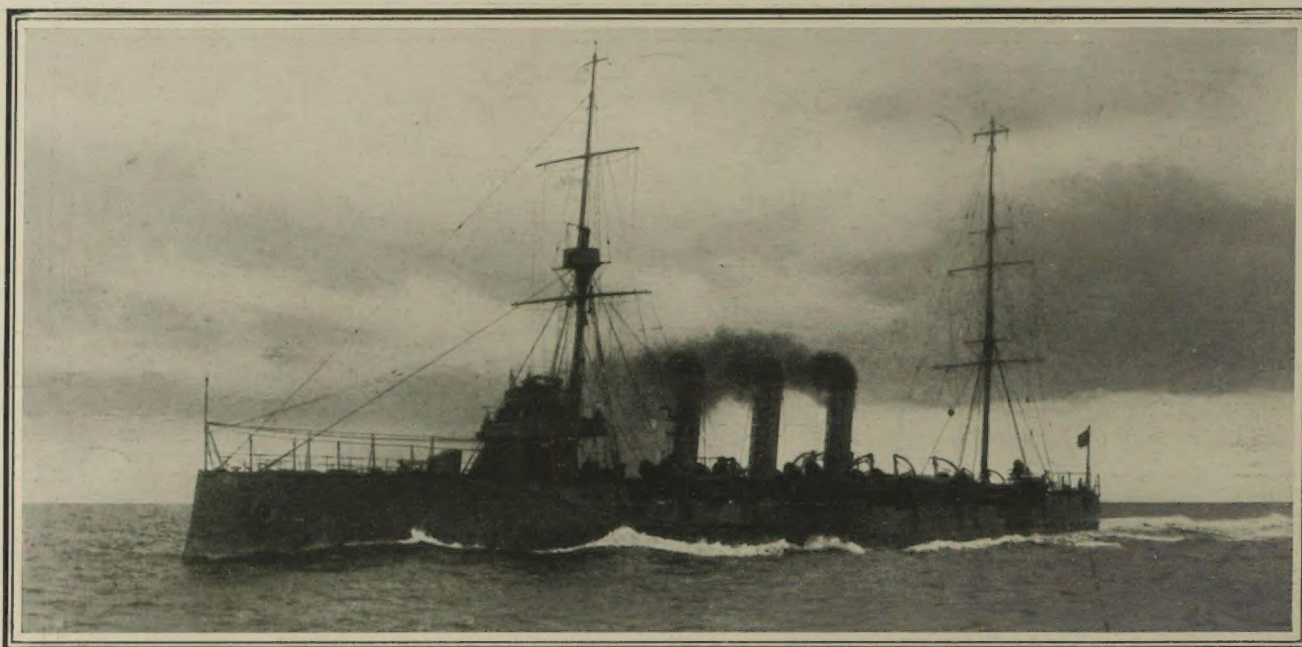
Turkey has so far paid a heavy price for her allegiance to Germany, without obtaining any very obvious advantages. Her troops have suffered heavily in Sinai and in the Caucasus, as well as in the forts of the Dardanelles and Smyrna, and in the operations at the head of the Persian Gulf, and on the Shatt-el-Arab. The above photograph, taken on the banks of the Suez Canal at Toussoum, after the ill-fated Turkish attack in the early hours of February 3, shows a small part of the toll in men which the German alliance has exacted from Turkey. An official *communiqué* issued at Cairo on February 5 said: "Evidently the engagements of the past two days were more important than was at first imagined. The enemy left on the field more than 400 killed, and 600 prisoners were taken; but they removed most of their wounded. Allowing five wounded for each man killed, this would give a probable total of at least 2400 casualties, exclusive of the prisoners taken. Among the dead at Toussoum was a German officer." In the right-hand corner of the photograph, in

CANAL IN PONTOONS: THE CANAL BANK AT TOUSSOUM STREWN WITH TURKISH DEAD: CONTAINING CORPSES.

the foreground, is one of the pontoons which the Turks dragged laboriously across the desert in order to cross the Canal, and most of which, with their crews, the British guns destroyed in a few minutes. These pontoons, which were of metal (variously described as zinc, or galvanised iron) were of German manufacture, and bore the name 'Constantinople' spelt thus, in the German manner. It is said that they were originally intended for use on the Euphrates. Each measured about 20 ft. by 5 ft., and held 35 to 40 men. They had fittings so that they could be used to form a bridge if necessary. It was dark when the Turks launched them from the east side of the Canal. The first was detected by an Egyptian battery opposite and sunk by Maxim fire when half-way across. A similar fate befell others, and at dawn the Canal banks were littered with wrecked pontoons and bodies. We have, of course, illustrated the Suez Canal fighting thoroughly in previous issues; but this photograph is so exceptional that we publish it as a record.

SEA AND LAND: A DASHING CRUISER; AND CANADIAN TROOPS.

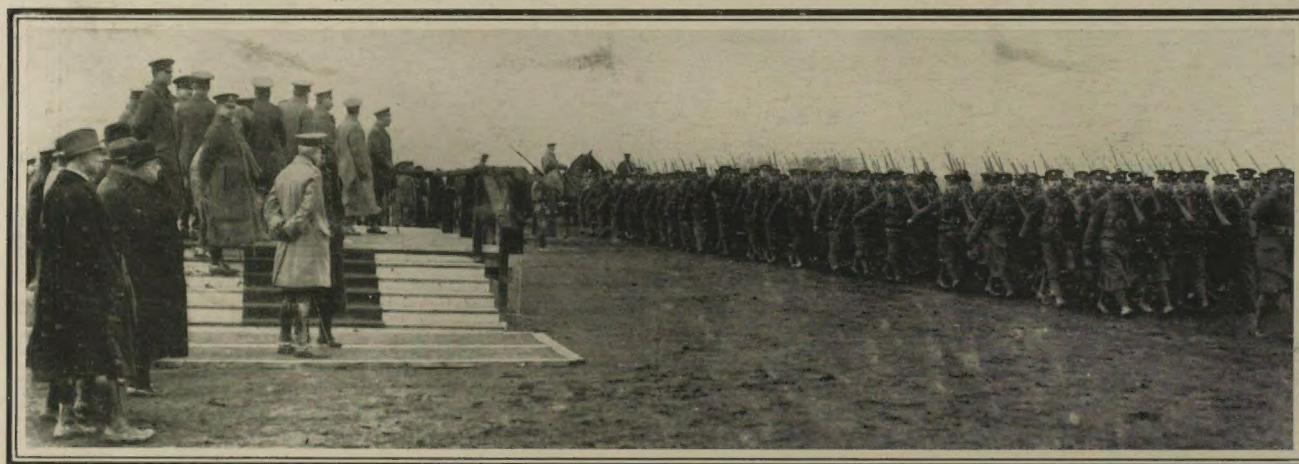
PHOTOGRAPHS BY RUSSELL, TOPICAL, AND C.N.



REPORTED TO HAVE DASHED THROUGH THE NARROWS IN THE DARDANELLES, DESPITE MINES AND GUN-FIRE: H.M.S. "AMETHYST."

Reports reached London on the 16th from Athens and Salonica to the effect that the British light-cruiser "Amethyst" had made a dash at high speed through the Narrows in the Dardanelles, braving the mines and the fire of the forts. It was said that she penetrated nearly to Nagara and returned

in the evening, with a loss of 28 killed and 30 wounded. The report is not, at the time of writing, officially confirmed. The "Amethyst," built in 1903, is of 3000 tons displacement, and carries twelve 4-inch guns. She was the first large British war-ship fitted with turbine engines.



CANADIANS READY TO LEAVE FOR THE FRONT INSPECTED BY THE KING ON SALISBURY PLAIN: THE 7TH BATTALION BRITISH COLUMBIAN INFANTRY MARCH PAST HIS MAJESTY AT THE SALUTING-BASE.

The King, accompanied by Lord Kitchener (seen near his Majesty in the photograph) recently reviewed the Canadian troops who were about to leave for the front. British Columbia has also sent a whole battalion with the new Canadian Contingent that recently arrived in England. Of this contingent,

90 per cent. are British-born, and the British Columbian battalion is formed of similar material to the Public School and University corps in this country. One private, for example, is an old Eton boy whose father is an officer of high rank in the Army.



THE INSPECTION OF CANADIAN TROOPS BY THE KING AND LORD KITCHENER: A MARCH PAST BY A CAVALRY REGIMENT.

In his speech in the House of Lords on the 15th, Lord Kitchener referred to the fact of Canadian troops having gone to the front. "Since I last spoke in this House," he said, "substantial reinforcements have been sent to France. They include the Canadian Division, the North Midland Division,

and the 2nd London Division, besides other units." Lord Kitchener may be seen in the above photograph standing next but one to the King. There was great enthusiasm in Canada when it became known that the Canadian Division had landed in France. The announcement in Parliament at Ottawa was cheered.

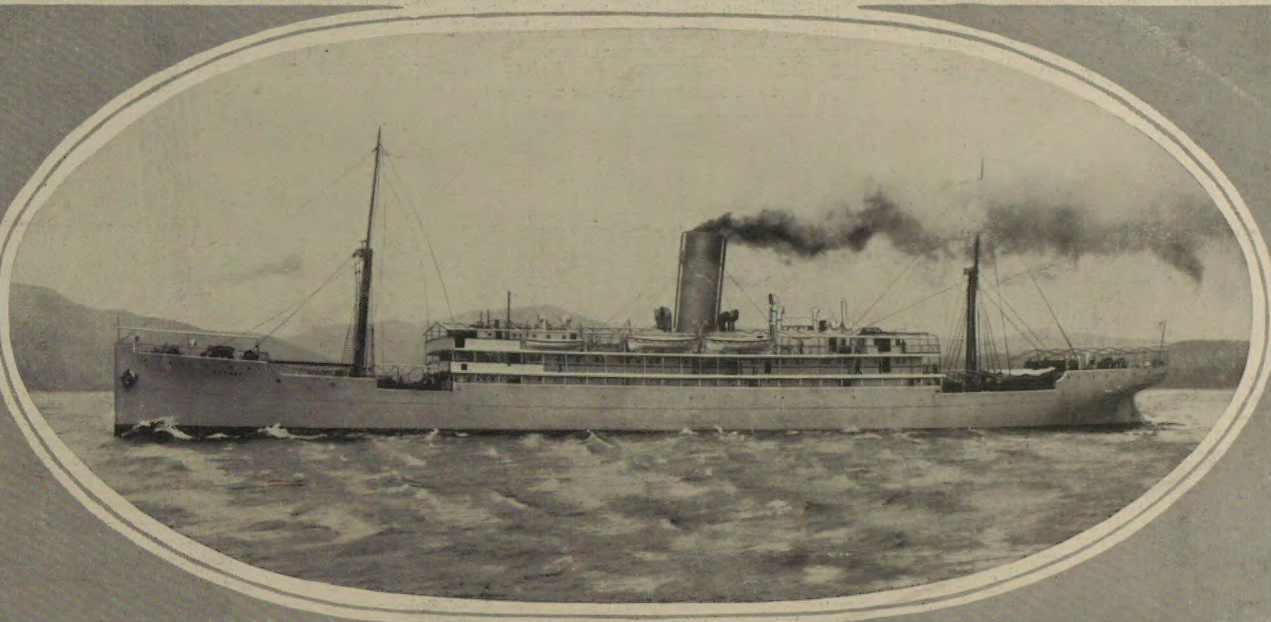
FROM THE WESTERN AND EASTERN THEATRES: WAR PHOTOGRAPHS.



IN THE STRATEGICAL SPHERE OF LA BASSÉE AND NEUVE CHAPELLE, THE SCENE OF THE RECENT BRITISH VICTORY: THE LOOPHOLED PARK WALL OF THE CHÂTEAU OF VERMELLES AS ABANDONED BY THE GERMANS.



IN THE DISTRICT WHICH HAS SEEN FOUR MONTHS OF VITALLY IMPORTANT FIGHTING: THE RUINS OF THE CHÂTEAU OF VERMELLES, BLOWN UP BY THE GERMANS ON BEING DRIVEN OUT.



TORPEDOED WITH THE LOSS OF 200 LIVES BY A GERMAN SUBMARINE, WHILE CRUISING OFF THE FIRTH OF CLYDE AT 5 A.M. ON MARCH 11: THE BRITISH ARMED LINER "BAYANO."



A SKI-PATROL UNIFORMED IN WHITE TO RENDER DETECTION DIFFICULT IN THE SNOWY LANDSCAPE: THE GERMAN PREPAREDNESS FOR A WINTER WAR ON THE POLISH FRONTIER.



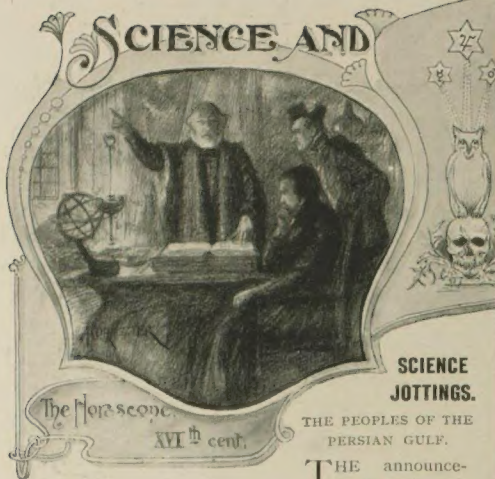
HOW MARSHAL HINDENBURG'S ARMY HAS TAKEN THE FIELD COMPLETELY FITTED OUT FOR FIGHTING AMID THE SNOW: A GERMAN WINTER-CLAD PATROL SKIRMISHING ON THE POLISH FRONTIER—SKI-STICKS AS RIFLE-REST.

The Château of Vermelles stands—or stood, for, as our second photograph shows, it has been blown up by the Germans, and only the ruins remain—in the La Bassée district, about four miles from the town. The whole neighbourhood having been for four months a centre of severe fighting, first one side then the other gaining ground, the locality is now figuring as a vitally important region in the French general advance on the side of Lille, with which the British victory at Neuve Chapelle is connected.—The British auxiliary-cruiser "Bayano," torpedoed, with a loss of nearly 200 lives, by a German submarine off the Clyde on March 11, while on patrol duty, was a liner of 5948 tons

register, built in 1913. She was taken over and armed by the Admiralty, from her owners (through whose courtesy we reproduce the above photograph), Messrs. Elders and Fyffes, Ltd.—The German outpost troops on the Polish frontier, in addition to using ski for rapid travelling over the snow, are equipped for service amidst winter surroundings with white helmet-covers, overalls and white trousers, as well as with a species of white puttees, which render them practically invisible at any distance. With characteristic thoroughness the Germans some winters ago carried out winter colour-experiments at Königsberg and Thorn, and laid in stocks of white clothing at those fortresses before the war,

SCIENCE AND

NATURAL HISTORY

SCIENCE
JOTTINGS.THE PEOPLES OF THE
PERSIAN GULF.THE announce-
ment, on

March 4, that our troops had come to blows with an enemy force at the head of the Persian Gulf probably excited no more than a mild interest among most of us at the time of reading, for after eight months of war on a colossal scale, minor conflicts are apt to be overlooked, or, at any rate, to lose something of their value in our perspective.

But this same area, extending northwards to the mountains of Armenia, has played a tremendous part in the history of the world's civilisation. It forms both the birthplace and the grave of empires long since forgotten. Its first inhabitants of record were the people known as the Sumerians, or Accadians. Though commonly supposed to have come from Central Asia, recent discoveries have shown that these people, on the contrary, were of African origin, for they were, without doubt, derived from the same stock as that which gave rise to the Proto-Egyptians, the brown-skinned, long-headed, smooth-faced inhabitants of the Nile Valley, which at last overflowed eastwards into Asia, and westwards into Europe, Britain marking their westward flank. They represent the Neolithic people of these islands, and their blood runs in our veins to-day. As Professor Elliot Smith remarks, the populations which occupied North-East Africa, the whole Mediterranean littoral, the Iberian Peninsula, Western France, and the British Islands, before the coming of copper, were linked together by the closest bonds of affinity. They were certainly the offspring of one mother. So striking, indeed, is the likeness between the Early Neolithic peoples of the British Islands and the Mediterranean, and the bulk of the population both of ancient and modern Egypt and East Africa, that a description of the bones of an early Briton of that remote epoch might apply, in all essential details, to an inhabitant of Somaliland!

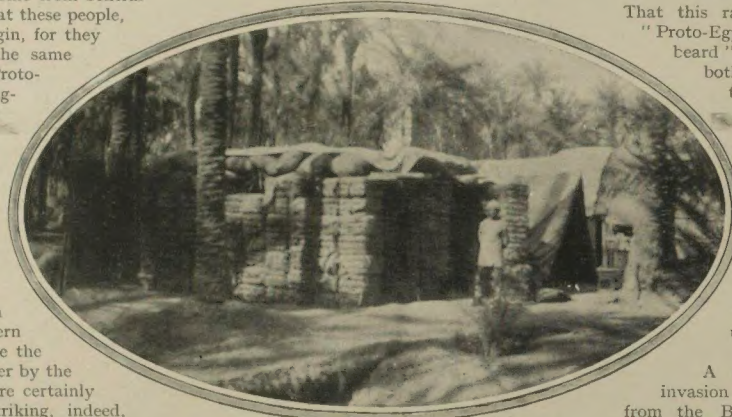
But to return to the Sumerians. Their history, as a race, seems to date back to about B.C. 8000, and to have held its own for about 4000 years. In their dissolution, as in their birth, we also, in these islands, were affected. For they seem to have been slowly overcome by an alien people from the Pamirs and Hindu Kush, a big-boned, short-headed, long-nosed, hairy people. Working their way across the Turanian Steppe, they gradually possessed themselves of the

THE NATIVES OF KURNA: AN ARAB WOMAN
AND HER CHILD.

Photographs by a British Officer.

Armenian Highlands, and passed across the Bosphorus into the Balkans, into the heart of Europe, and eventually into Britain, bringing with them the knowledge of the use of copper, which was to have such a tremendous influence in our future.

North of Mesopotamia they seem to have mixed with the Arabs who had wandered

BUILT OF BALES OF "BHOOSA" (A SORT OF DRIED HAY):
A HUT USED AS AN OFFICER'S QUARTERS.

thence, giving rise to the hybrid "Semitic" race, which, in due course, invaded, and possessed themselves of, the territory of the Sumerians. Thus began the new Empires of Babylon and Assyria.

Egypt, the mother of the Sumerian people, did not escape the effects of this invasion of the "Longbeards" as is attested by the skulls found in the Giza necropolis of people buried more than 4500 years ago. One of the most striking of these features is found in the lower jaw. Without going into anatomical details, let it suffice to say that it is much more powerfully built than

that of the pure-bred Egyptian. Jaws of this type persist to-day among Bavarians and other European races. One of the most readily appreciable features of this jaw is its broad, square chin. Long before the time of the New Empire, Egypt was permeated, remarks Professor Elliot Smith, from one end to the other with this foreign element; and as the result of the military campaigns which the Pharaohs of the XVIIIth and succeeding Dynasties undertook in Syria, and the political hegemony which Egypt established over Western Asia, a very strong reinforcement of these alien traits was established, partly, perhaps, by a fresh stream of Asiatic immigrants attracted to Imperial Thebes, but no doubt mainly by the marriages of Egyptians with Asiatics.

That this racial fusion between the East African "Proto-Egyptian" and the East Asiatic "Longbeard" was to the mutual advantage of both races, seems to be demonstrated by the fact that the blend gave rise to the Egyptians of history.

The introduction of copper into Europe was another of the results of this migration of the Longbeards, who eventually, it may be remembered, carried the precious knowledge of the properties and uses of this metal into Britain, which possessed great natural wealth in copper, till then unexploited.

A curiously interesting sidelight on this invasion of the Longbeards is to be gleaned from the Book of Genesis, in the story of the twin brothers, Jacob and Esau. Jacob, it will be remembered, was a "smooth" man; Esau was hairy. At first sight this may seem a mere coincidence; but it assumes another character when it is remembered that Isaac, their father, a man of Arab blood, and therefore "smooth," married a Syrian woman; that is to say, one of the Longbeard, Asiatic race. One child "favoured" the father, and one the mother, a by no means unusual sequence.

Thus, then, the cavalry reconnaissance to the north-west of Basra has stirred up memories of long-forgotten peoples whose history has largely influenced our own, not only from the standpoint of history, but also by actual ties of blood.

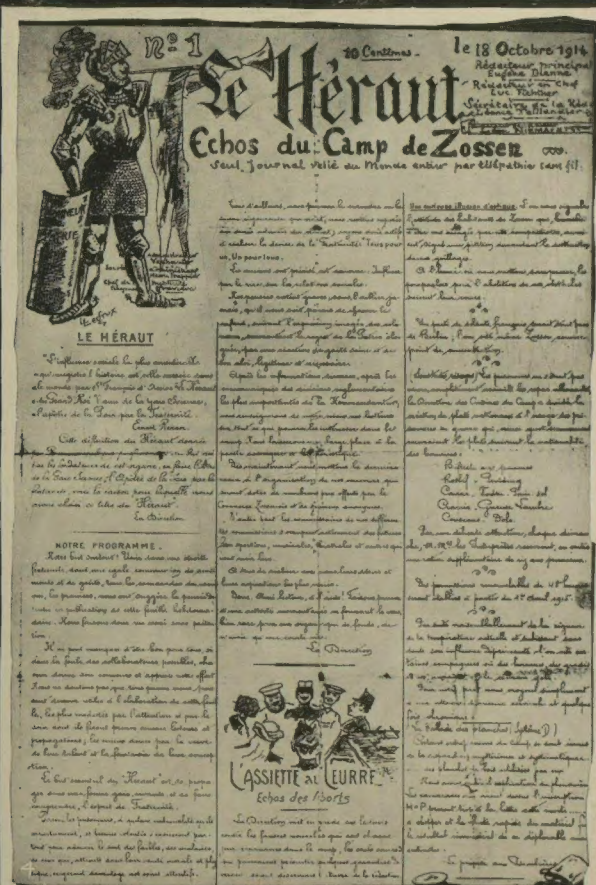
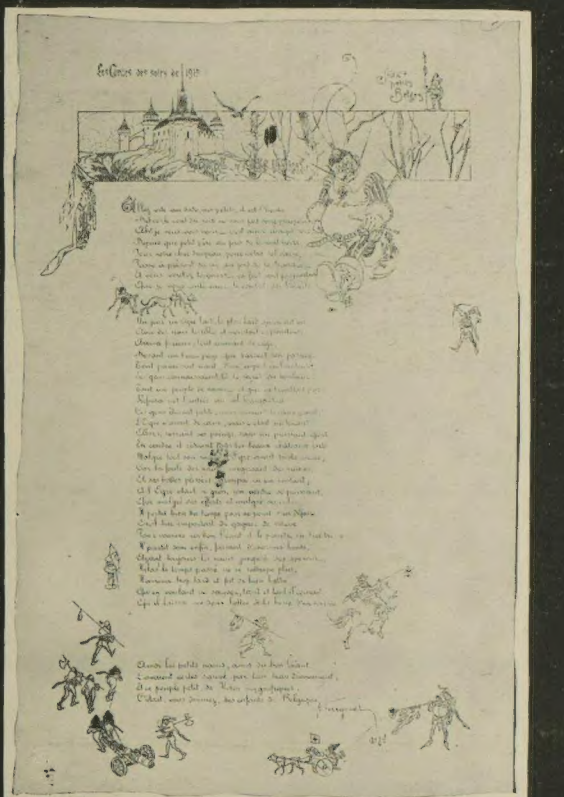
W. P. PYCRAFT.



WHERE TIGRIS AND EUPHRATES JOIN: A RIVER VIEW AT KURNA.



THE PERSIAN GULF EXPEDITION: BRITISH TROOPS ROAD-MAKING AT KURNA.



2. FRENCH POETIC AND ARTISTIC ABILITY IN THE TRENCHES: A PAGE OF "LE PETIT ECHO" CONTAINING A POEM CALLED "THE OGRE AND THE DWARFS."
4. SAID TO BE THE ONLY EXISTING COPY OF THE FIRST AND LAST NUMBER: THE FRONT PAGE OF "LE HERAULT," THE WHOLE ISSUE OF WHICH WAS CONFISCATED.

thought these Numbers might interest you, as a proof of the spirit existing in the French Army, including 'Territorial' Regiments, composed of men with strong family ties. We are all here great admirers of England, and are glad to be striving for the same ideal as the men of Britain, whose fighting qualities, cool courage, and 'grip' are being shown once more to the world." The other paper, "Le Héraut," was brought out by some French prisoners in the hands of the Germans at Zossen, near Dresden.

THE FORCING OF THE DARDANELLES: THE STRAITS; AND SMYRNA.

PHOTOGRAPHS 4 AND 5 BY FARRINGTON PHOTO. CO.



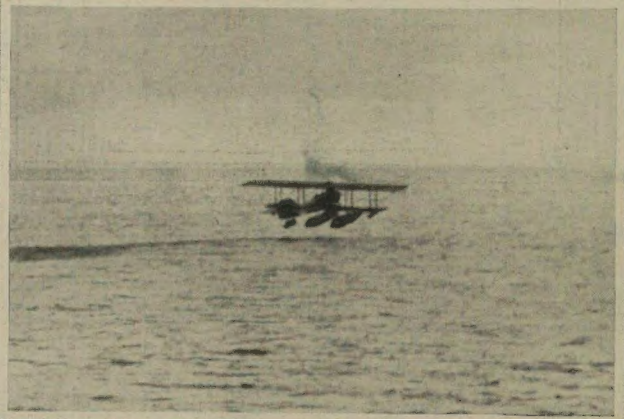
WHERE THE ALLIED FLEETS ARE KNOCKING AT THE GATE OF CONSTANTINOPLE: A TURKISH CRAFT IN THE DARDANELLES.



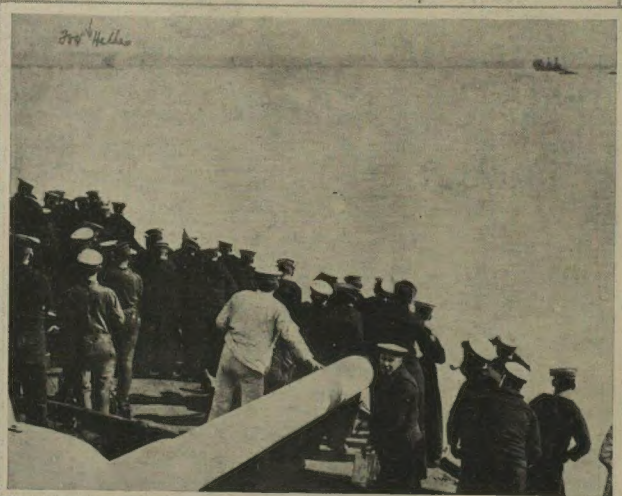
WHERE LEANDER VISITED HERO, AND XERXES' BRIDGE OF BOATS REACHED THE EUROPEAN SHORE: SESTOS, OPPOSITE ABYDOS.



SEEN THROUGH AN EMBRASURE OF AN OLD RUINED BYZANTINE FORT ON MOUNT PAGUS: SMYRNA, WHOSE FORTS HAVE BEEN BOMBARDED.



STARTING ON A RECONNOITRING FLIGHT TO LOCATE TURKISH FORTS: A SEAPLANE IN THE DARDANELLES.



THE BOMBARDMENT OF THE FORTS AT THE ENTRANCE TO THE DARDANELLES: BRITISH SAILORS WATCHING SHELLS FALLING ON CAPE HELLES.

The latest news from the Dardanelles at the moment of writing comes via Paris. The French Ministry of Marine stated that "on the 10th inst. during the day, in unfavourable weather, two British war-ships fired on the defences at Bulair, while two British battle-ships bombarded the light batteries commanding Morto Bay, at the entrance to the Dardanelles. On the 11th inst. a French division continued the operations." A Reuter message from Athens, dated March 12, said that the forts at Smyrna had been bombarded the previous day by the Allied Squadron, reinforced by six units. This account stated

that the forts replied, hitting the "Triumph," but doing very little damage. The naval air-craft have rendered very valuable service in the Dardanelles operations. "Owing to the importance of locating the concealed guns," the Admiralty stated in a recent report, "the seaplanes have had to fly very low on occasion." One was hit 28 times, another 8 times, while another "nose-dived into the sea," both officers in it being injured. Another pilot was wounded, but returned safely. Lord Kitchener said, in his speech on the 15th, that the situation in the Dardanelles was well in hand.

DRAWN AT THE FRONT BY FREDERIC VILLIERS: "HIS DUTY DONE."

DRAWN BY FREDERIC VILLIERS, OUR WAR-ARTIST WITH THE TROOPS IN THE WEST



LEAVING HIS TRENCH FOR THE LAST TIME: A FRENCH SOLDIER TO WHOM WAR HAS GIVEN ETERNAL PEACE
BORNE AWAY FROM THE FIRING-LINE.

Mr. Frederic Villiers notes that this drawing shows an incident in the French front trench. The body of the soldier is borne on a stretcher made with two rifles. Most of the loop-holes have curtains to them; these are drawn aside a fraction of an inch for observation and for firing. Light seen would show the enemy sniper the loop-hole. The men with the spades (on the right) have been clearing the water-course of the trench, thus doing

work which it is obvious has been very necessary, not only in the French trenches, but in the British, and, of course, in the German. It has been said, indeed, that none but those who have seen the mud in Flanders can realise fully the terrors of the mud of Poland, which led a number of Napoleon's veterans to blow out their brains, or imagine what a powerful depressor mud can be.—[Drawing Copyrighted in the United States and Canada]

DRAWN AT THE FRONT BY FREDERIC VILLIERS: GERMAN LINES SEEN THROUGH THE HYPOSCOPE AT FIFTEEN YARDS.

DRAWN BY FREDERIC VILLIERS, OUR SPECIAL WAR ARTIST INVITED TO VISIT THE FRONT.



SHOWING STEEL SHIELDS, BEHIND WHICH THE GERMANS ENTRENCH, WHICH ARE LEFT

Few war-artists probably have ever drawn an enemy's position at closer range than did Mr. Frederic Villiers when he made the above sketch from the French advance-trenches near Albert, at a point where the distance from the German advance-lines is only fifteen yards. Mr. Villiers was able to make his unique drawing by courtesy of the French military authorities, who have given him every facility for visiting the front and shown him all possible consideration. The drawing is also probably unique as having been made through the hyposcope, for, naturally, at fifteen yards' range, an artist could not work while exposed to the enemy's fire. The steel shields seen round some of the loopholes in

OUTSIDE THE PARAPETS; A DRAWING MADE IN THE FRENCH ADVANCE-LINES.

the German trench-parapets are used by the Germans as a protection in constructing breastworks. One man runs forward with a shield, fixes it into the ground, and fires from behind it. Meanwhile, others behind dig a trench, throwing up the soil behind the shield, which is thus left eventually adhering to the outside of the parapet. The Germans cannot remove it, of course, without coming under fire. When not being thus used, the shields are carried on the back by the German soldiers who are provided with them. (Drawing Copyrighted in the United States and Canada.)

A "BLOCKADER" RAMMED: THE SINKING OF A GERMAN PIRATE SUBMARINE BY A BRITISH DESTROYER.

DRAWN BY NORMAN WILKINSON FROM MATERIAL SUPPLIED BY A BRITISH NAVAL OFFICER PRESENT AT THE ACTION.



WHEN THE "U 12" WAS SINKING AFTER THE "ARIEL" HAD RAMMED HER, AND THE "ATTACK" WAS FIRING AT HER: THE LOSS OF AN ENEMY UNDER-WATER CRAFT.

On Wednesday, March 10, the Admiralty made two announcements. The first ran: "The German submarine 'U 20' was rammed to-day by 'Ariel' (Lieut.-Commander James V. Creagh). The submarine sank and the crew surrendered." The second was: "Later and more detailed reports have now been received which establish the fact that the German submarine which was rammed and sunk by H.M.S. 'Ariel' was 'U 12' and that out of her crew of 28, the number saved was ten." It has been questioned whether the German submarine's number, 12, was designed to mislead. According to published information, the "U 12" should be of 300 tons; but, as she was found to have a complement of 28, it is more probable that she displaced some 750 tons. This suggests two possibilities. Numbering to mislead we have already mentioned. The other possibility, which is less probable, is that certain of the older enemy submarines are carrying double crews, that men for the under-water service

may be trained. It is interesting to note that the course of justice was interrupted momentarily in Mr. Justice Scrutton's Court in the King's Bench Division while a message announcing the sinking was read! There was cheering in Court. The "U 12," which was completed in 1911, should be a vessel of 300 tons (submerged), and 250 tons (on surface), and of the same class as the "U 8" and "U 15," which have already been accounted for. Her speed under water would be 8 knots, and on the surface, 13 knots; with a radius of action of 1200 miles. She should carry three 18-inch torpedo-tubes, and two 1-pounder high-angle guns. The destroyer "Ariel," launched by Messrs. Thornycroft in 1911, has a displacement of 780 tons. Her length is 252 feet; beam, 26.4 feet; and draught, 8.7 feet. She has a speed of over 29 knots, and is armed with two 4-inch and two 12-pounder guns, and two torpedo-tubes.—[Drawing Copyrighted in the United States and Canada.]

DRAWN AT THE FRONT IN GALICIA BY H. C. SEPPINGS-

DRAWN BY H. C. SEPPINGS WRIGHT, OUR



SEEKING TO BREAK THE LAST AUSTRIAN BARRIER BEFORE THE PLAINS OF HUNGARY:

Fierce snowstorms and deep snow-drifts have greatly retarded the Russian advance in Southern Galicia and on the slopes of the Carpathian foothills; but our Allies are gradually breaking down the Austro-German resistance and clearing a way through the difficult barrier between them and the plains of Hungary. Not a little of their success is due to the magnificent Russian artillery—a battery of which, supported by entrenched infantry close at hand in deep-dug trenches, we see here in action shelling a force of Austrians, in sight in the distance in the far background of the drawing, from behind the cover of a railway embankment held by Russian infantry in open formation. Incidentally should be noticed the smashing effect of modern artillery, which is

WRIGHT: RUSSIA KEEPING THE AUSTRIANS AT BAY.

SPECIAL WAR ARTIST IN GALICIA.



A RUSSIAN ATTACK ACROSS A RAILWAY EMBANKMENT ON THE GALICIAN FRONTIER.

visible in the smashed tree-trunks lying on the snow, well-grown trees cut through and felled to the ground at some three or four feet above their roots. Curiously little has been heard of the doings of the Russian artillery, although not only has its capable handling been one of the surprises of the war to the Germans, but the guns themselves are really as wonderful pieces as the celebrated French "75's." They are even more powerful and hard-hitting weapons. They are of a pattern of the same period as the "75," and are said to be a Russian adaptation of the original French design, firing a slightly larger shell of 3-inch calibre, but of rather less weight, 14'51 lb. as compared with 15'96 lb.—[Drawing Copyrighted in the United States and Canada.]

THE CAMERA AS CORRESPONDENT: PHOTOGRAPHS FROM THE FRONT.



THE FRENCH PRESIDENT ON HIS VISITS TO THE RECONQUERED DISTRICTS OF ALSACE: PEASANT SCHOOL-CHILDREN WELCOMING M. POINCARÉ.



FRANCE'S HONOUR TO THE LEADER OF THE VICTORIOUS SERBIANS: PRINCE ALEXANDER AFTER RECEIVING THE "MILITARY MEDAL" FROM GENERAL PAU.



AN INCIDENT WHICH HAS ADDED TO "OUR JOFFRE'S" POPULARITY WITH THE FRENCH "TOMMIES": THE GENERALISSIMO CHATTING WITH HIS OLD ORDERLY.



WELL SATISFIED WITH FRENCH BREAD AFTER THEIR OWN WAR-BREAD: GERMAN PRISONERS AFTER RECEIVING RATIONS

The French President, in his recent tour through the reconquered districts of Alsace, was greeted everywhere with immense enthusiasm. The peculiarly interesting incident which we illustrate took place at Montreux Vieux, where Alsatian peasant-children presented M. Poincaré with an address of their own.—General Pau has been on a special mission to hand the French Military Medal to Prince Alexander of Serbia, the Crown Prince and Regent of the Kingdom, who led the Serbians against the Austrians, and to the Grand Duke Nicholas. Travelling in a French war-ship to Athens, General Pau proceeded

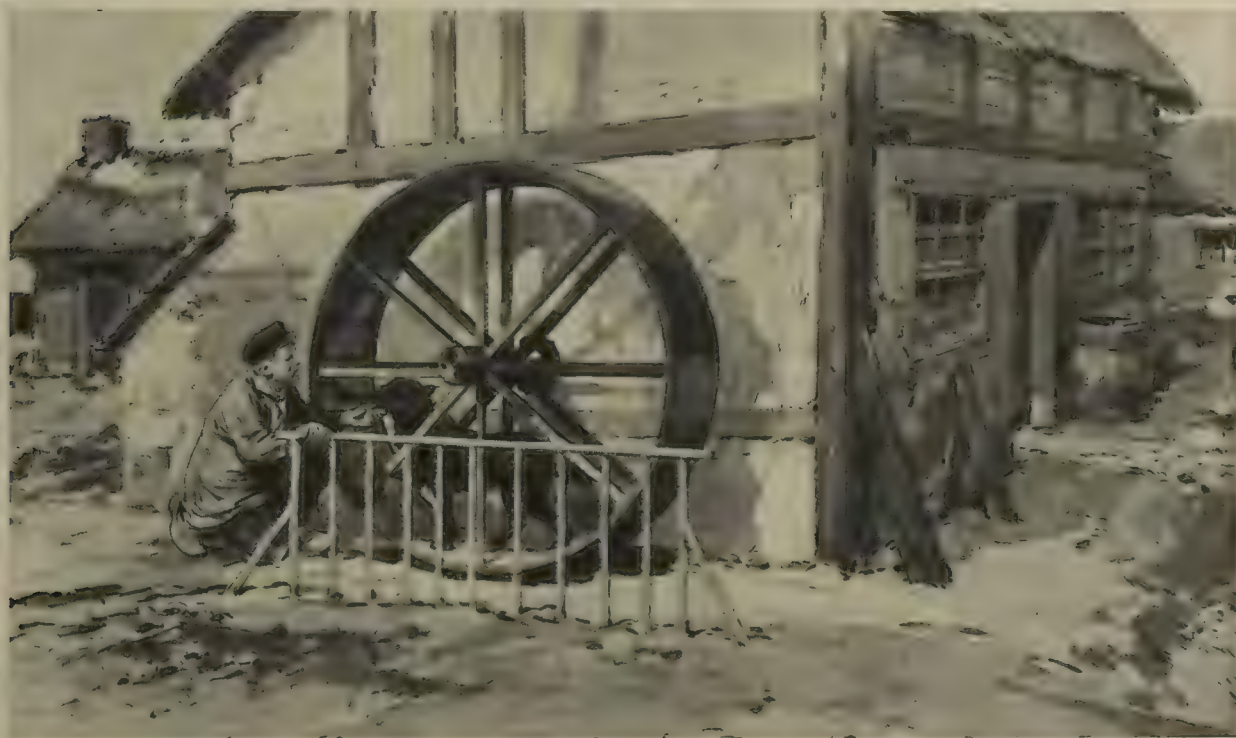
thence to Nish, where the Crown Prince was in residence. Our photograph shows Prince Alexander wearing the medal (with the Serbian Karageorge cross) immediately after presentation. He is seen at the foot of the steps to the palace entrance. General Pau is on the left; M. Pashitch, the Serbian Premier, is the top-hatted elderly man on the stairs; with, behind him, also in a silk hat, M. Boppe, French Minister to Serbia.—While inspecting a French Territorial battalion lately, General Joffre recognised a former orderly of his, and, calling him out of the ranks, shook hands and chatted familiarly.

IN THE BRITISH LINES: OUR TROOPS AT THE FRONT.

DRAWN BY FRÉDÉRIC DE HAENEN FROM SKETCHES BY A BRITISH OFFICER.



AFTER A GERMAN ATTACK: BRITISH SOLDIERS BEING HURRIED UP—AND MASKED 6-INCH GUNS FIRING AT GERMAN TRENCHES BEYOND THE HORIZON.



AT THE BEST BILLET A CERTAIN BRITISH COMPANY HAD—A FARM AT — : A CHURN INSIDE IT WORKED BY A WHEEL OUTSIDE TURNED BY A LARGE RETRIEVER.

On March 5, "Eye-Witness" reported the British line "runs from the river a little south of Frelinghien through Le Touquet, Le Cheer, and St. Yves; it then turns sharp to the westward round the foot of Hill 63 for about a mile, and then turns northward again, circling the Wytschaete-Messines position, which represents a great wedge driven into the centre of our line whereby the enemy has placed himself astride of the direct

road from Ypres to Armentières." That the spirit of the British soldier remains magnificent, the splendid fighting at Neuve Chapelle bears eloquent witness. Hear, too, M. Clemenceau, in "L'Homme Enchaîné": "The British soldiers, treating war as a higher form of sport, have placed on record such deeds that they can claim a renown which the greatest alone have been able to equal."—[Drawings Copyrighted in the United States and Canada.]

THE "L.S.D." OF THE SUBMARINE BLOCKADE.

BY A. H. POLLEN.

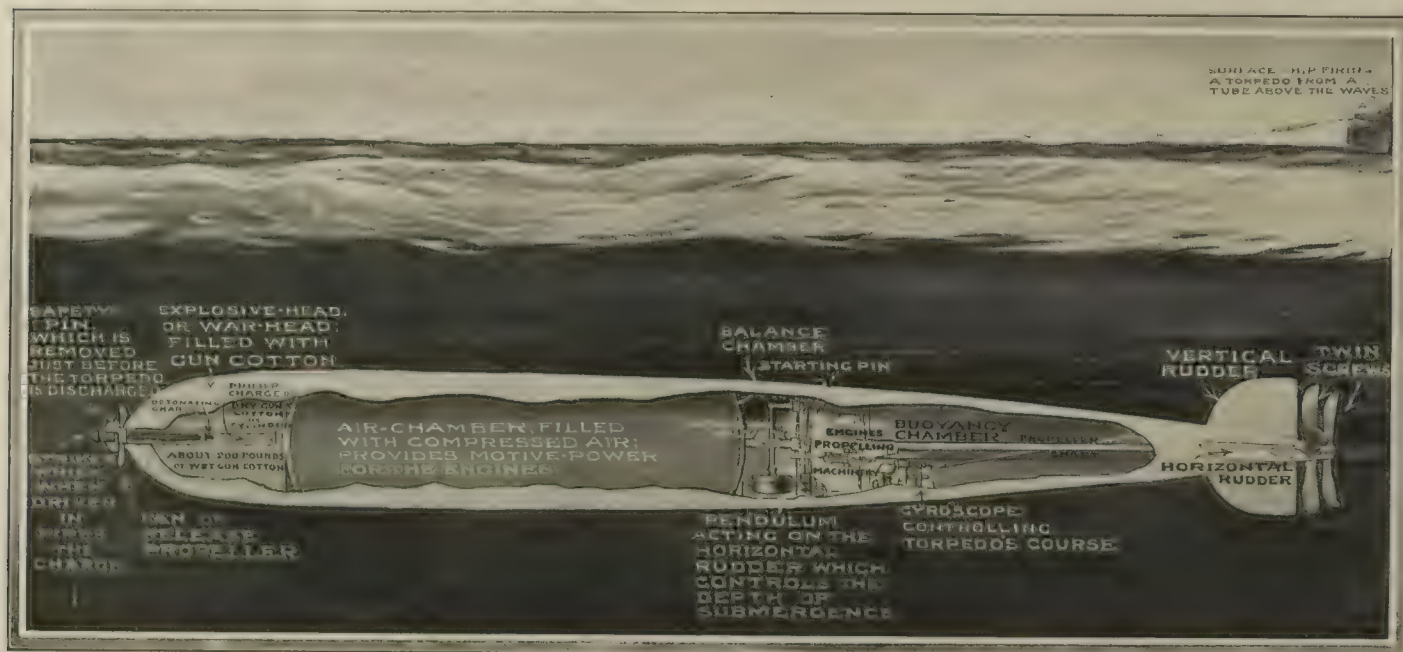
ONCE upon a time, in the dim days before the war, a period that seems extraordinarily unreal to us now, there lived a very sincere, a very ingenious, and a very misguided person of the name of Norman Angell, who wrote a sincere, ingenious, and misguided book to prove that war was a bad investment, and that it was a particularly bad investment for the unfortunate side that won. He maintained his case by a most plausible misrepresentation of facts; a quite innocent misrepresentation, because, as I have said, he sincerely believed his thesis, and saw what he thought were the facts through the distorting medium of this belief. Underlying the whole book was the inference that, as it must be obvious to everybody that war was a bad investment, the probability of war was exceedingly small. And this is why I call Mr. Angell a very misguided man. Whether war is a good investment or a bad, is not in the least to the point. Trade is truly a very vital element in the life of nations, but there are many other elements besides. Though in past times there undoubtedly have been trade wars, it would be difficult to show that there was any war in the last hundred years brought about primarily by the belief

for which the Treasury has to draw. They take no account of what the individuals of the nation pay, no account of the loss of property, of the suspension of businesses, of the vanishing incomes of the professional classes. And if the cost of war generally cannot be either estimated beforehand or counted while it is in progress, it is equally true that each particular operation is undertaken likewise with an unlimited liability.

Yet while this is all very true, and because very true, very commonplace, it is nevertheless of some kind of interest, limited but real, to look at particular aspects of military activity, and ask oneself whether they are good business. For instance, the Germans have spent a very considerable number of millions of pounds in developing the monster air-ship. Hangars of fabulous cost and enormous size have been built all over Germany. Vast factories have been at work experimenting with and making the tough but delicate fabrics and material that constitute these very wonderful, but still fragile, structures. The war is well advanced in its eighth month, the Zeppelin has had every chance, but so far as we know, it has not yet performed a single military service of value to

100, and the number of ships sunk to those that have gone in and out is one in 800. The thing is not a blockade, but a murderous farce, a farce that has no military value, because it is not effective; that is militarily misconceived, because it wastes submarines that might be of incalculable service to the German Fleet; and must be the indirect source of military loss to Germany, because it lowers her prestige amongst the nations. But if it has done all of these things, is there any compensation in the campaign having actually paid—I mean, has the damage it has inflicted exceeded its cost?

Our twelve ships that have been sunk represent in the aggregate about 30,000 tons of shipping. They carried cargoes valued at £150,000. Their cost was about £300,000, and their loss in cost price with their cargoes is £450,000. But shipping is worth more to-day than when these ships were built, almost 50 per cent. more. It would not be safe, therefore, to put our direct loss at less than £600,000. To this you must add some figure unknown for the cost of the counter-offensive organised by the English Navy for dealing with the German submarines. What is Germany's loss against this? Certainly four, possibly



THE CHIEF WEAPON OF THE SUBMARINE, WHICH HAS BEEN CALLED "THE DAYLIGHT TORPEDO-BOAT": THE TORPEDO—IN ITSELF A SMALL, AUTOMATIC SUBMARINE.

The machinery for super-heating air, which has increased the range of the torpedo to so considerable an extent, is not shown in our diagram, as it is a secret. The letters at and near the surface ship refer to the following:—A. Safety-pin removed just before the torpedo is discharged. A. to B. Delay action check is placed on the engine during passage from A. to point of striking water, B. At B. the water turns the fan, or release-propeller. At C. the fan is fully unscrewed, and the striker-rod is free to act after a small pin (a third safety-check) has been broken by the striker being driven in by impact with the object attacked. From B. to C. is forty feet.

of the Sovereign responsible for it, that it was necessary for the country's financial prosperity.

But Mr. Norman Angell's fallacy was, of course, not novel. Whenever rumours of war have been in the air, the wiseacres have always implored us to count the cost first. But really, however much we may try, it is quite certain that we cannot count the cost first. There are a great many obvious reasons why this is so. You cannot make war on the principle of limited liability. You cannot say: "I will make war until I have spent £5,000,000, and then I will stop." You make war to win a particular object, to impose your will by force upon your opponent, and as you cannot measure the strength of your opponent's will, you cannot measure the extent, and therefore the cost, of your effort to break it. And if you cannot count the cost before you begin, it is certain that once you are at war, you not only cannot, but you simply must not, try to count it. Every ounce of wealth and every pound of supplies have to be thrown into the balance so long as there is any prospect of victory whatever. The Chancellor of the Exchequer may come down to Parliament and say that the war is costing a million and three-quarters, two millions, two millions and a quarter a day; but we all know that these vague figures have no relation whatever to the actual cost of the war. At most they mean that these are the average amounts

the land armies, nor a single military service of any kind to the German Fleet. The Zeppelin has come—and gone; it has been a tragically bad investment. Again, Germany has expended an enormous number of millions, certainly £150,000,000, if not more, on developing a Navy, a Navy that is directly responsible for her being in the frame of mind that made her treat a war with England as an affair she could face with equanimity—the most fatal illusion that ever a country fell into. Her Navy not only led her into this trap, but has failed her most dismally once she was in it. So dismally, indeed, that, with a vast fleet of the most powerful battle-ships in the world, she has been powerless since the war began to strike a single blow, either to dispute our sea-power or to protect her trade. This, too, was a bad investment.

Are her submarine fleet, and now her submarine blockade, any better business? Since the blockade began we have lost twelve ships, and another dozen or more have been attacked; but a hundred ships leave and enter British ports daily. A blockade, to be effective, should prevent all such egress and ingress. It should, at any rate, try to. There must be some reasonable ratio between the number of units making the effort to blockade, and the number of ships trying to run it. Now, the proportion of English ships coming in and going out, that have been challenged, to those that have escaped challenge, is about one in

six, submarines. The average cost of a submarine is about £200 a ton. But if we are going to take the merchant shipping at its present market value, and not at its cost, then it seems to me we must take submarines at their war value and not at their cost. What would Germany be willing to pay for submarines ready for use to-day? Not £200, but at least £500 per ton. If she has lost six submarines, four of them are lost without our knowing their size. The two whose tonnage we do know would have cost between £50,000 and £60,000 each; the four that are gone represent at least £220,000 in cost, and £540,000 in worth. If six are lost on this average (and it would probably be higher, for some of them would be likely to be bigger), Germany's loss in cost is at least £360,000, and in worth nearly a million. To this must be added between £30,000 and £40,000, the cost of the torpedoes known to have been fired; while probably every submarine had at least £20,000 worth of stores on board. Now, if our direct loss is only £450,000 in cost, it seems as if Germany's is certainly £350,000; may be £510,000, and in worth is certainly a million, and may be a million and a quarter. I cannot see in these figures any compensation to Germany for her lost submarines, which she may need badly before the war is over; nor anything to counter-balance the sacrifice she has made of her reputation as a civilised Power.—[MARCH 13.]

DEAD ON THE FIELD OF HONOUR: OFFICERS KILLED IN ACTION.

PHOTOGRAPHS BY BARNARD, JENKINS; BROWN, BARNES AND BELL, LAFAYETTE, ELLIOTT AND FRY, E. CLIFTON, WESTON, SWAINE, DEBORNHAM AND LONGMAN, WHITE, AND WAYLAND



Our portraits of officers killed in action include this week that of Captain Bertram Molony, who met his death having volunteered to repair wire-entanglements, when he was sniped. Captain Townsend Green was one of the "King's 100" at Bisley, in 1910. Captain R. F. Loder-Symonds was the fourth son of Captain and Mrs. F. C. Loder-Symonds, Hinton Manor, Berks, to suffer in the war, his elder brother having been killed, and two others wounded. Captain R. C. N. Bellingham was second son of Sir Henry Bellingham, and had been A.D.C. to Lord Aberdeen, in Ireland. Lt.-Col. Du Maurier was brother of Mr. Gerald Du Maurier, the well-known actor, and was the author of

that popular patriotic play, "An Englishman's Home." Captain William A. Gover was killed in action near the Persian Gulf; as, too, were Lieut. Wickham Harvey and Lieut. Douglas Burgoyne-Wallace. Captain R. B. M. Wills was second son of Mr. W. Melville Wills, of Bracken Hill, Leigh Woods, Bristol. Major Gardiner was a native of Bristol, a keen soldier, and was only married last summer. Lieut. Vyvyan was eldest son of Capt. R. W. C. Vyvyan, of Trewan, Cornwall. Captain C. V. L. Poë was son of Captain George Leslie Poë, D.L. (late R.N.). Lieut. the Hon. G. E. Hugh Macdonald was eldest son of Lord and Lady Macdonald, of Armadale Castle, Isle of Skye.

PRESIDENT AS HIGH PRIEST: YUAN SHIH-KAI AS "SON OF HEAVEN."

PHOTOGRAPHS BY ST. STEPHEN'S



AFTER OFFICIATING AT THE WINTER SOLSTICE WORSHIP OF HEAVEN:
THE CHINESE PRESIDENT DESCENDING FROM THE ALTAR.



A FEATURE OF THE CEREMONY: YOUNG CHORISTERS BEARING WANDS WITH
PHEASANT-TAIL FEATHERS.



IN THE CEREMONIAL DRESS APPROPRIATE TO THE OCCASION: PRESIDENT
YUAN SHIH-KAI (X) PROCEEDING TO THE ALTAR.



SET IN FRONT OF THE ALTAR: AN OX PREPARED FOR OFFERING-
AND A TABLE LADEN WITH FOOD AND WINE.



RETURNING TO HIS ARMoured CAR AFTER OFFICIATING: PRESIDENT YUAN
SHIH-KAI (X) BORNE FROM THE CEREMONY.

For the first time since the abdication of the Manchus, the Winter Solstice Worship of Heaven was performed at the high altar of the Tien Tan, in Peking, on December 23 last. For the first time, too, in the history of China's orthodox State religion, the people were represented by one who has no title to the Dragon Throne. The High Priest was Yuan Shih-Kai, the President of the Republic, thus enacting a rôle hitherto reserved for the "Son of Heaven," and his nominee on the throne. The fact created a profound impression. Many, after this, will regard the President as *de facto* Emperor or Regent:

has he not assumed the functions of sovereignty in a most sacred spot? The ceremony in the Temple was characteristically gorgeous in colour and impressive in ritual, although carried out in somewhat hurried fashion, for the President rode to and from it in an armoured car with armed guards galloping in front or rear, and between ranks of armed men keeping the broad road from the Palace to the Temple gates. The whole celebration was unusually brief, and, as a writer in a contemporary says, "across all its stately ceremonial lay the shadow of Young China's plottings and the fear of sudden death."



SILVO CLEANS THE PLATE IN HALF THE TIME.

Send a postcard to-day to Reckitt & Sons, Ltd. (Dept. 96), Hull, for a free sample of SILVO, giving your name and address and that of your Grocer, and see how quickly it cleans the silverware. In half the usual time and with much less labour your plated and silver goods will take on a brilliancy equal to their finish when new.

SILVO

THE NEW PLATE POLISH,

marks a new departure from old methods, and effects a saving in time, labour and silver. It can be used at any time and in any dress. SILVO is a clean polish to use. SILVO saves silver.

A proof that SILVO is absolutely harmless.

"A piece of copper was plated with the thinnest coating of silver possible, and cleaned with SILVO each day for three months. At the end of the period there was no sign of wear."

SILVO is sold in 3d. and 6d. tins, by Grocers, Ironmongers, Oilmen, Stores, &c.

RECKITT & SONS, Ltd. (Dep. 96), Hull.

The reason for the smiling face—

—A flask of—

HORLICK'S MALTED MILK Lunch Tablets

in his haversack enables the Soldier to reinforce his energy and strength on a long march. He smiles most when he feels fit, and these concentrated Food Tablets rapidly feed the system and prevent fatigue. Thousands of men on active service have found them invaluable, so send your friend a liberal supply, and he, too, will smile his satisfaction.

We will send post free to ANY address a flask of these delicious and sustaining food tablets and a neat vest pocket case on receipt of 1 6. If the man is on active service be particular to give his name, regimental number, regiment, brigade and division.

Of all Chemists and Stores, in convenient pocket flasks, 1/6 each. Larger sizes, 1/6, 2/6 and 1/1-

Liberal Sample sent post free for 3d. in stamps.

HORLICK'S MALTED MILK CO., SLOUGH, BUCKS.

FOOT'S ADJUSTABLE REST-CHAIR.



AN
IDEAL EASY
CHAIR THAT
CAN BE
INSTANTLY
CHANGED
INTO A
SEMI OR
FULL
LENGTH
COUCH.

The "BURLINGTON." (Patented.)

Simply press a button and the back declines or automatically rises to any position. Release the button and the back is instantly locked. The sides open outwards, affording easy access and exit. The Leg Rest is adjustable to various inclinations, and when not in use it slides under the seat. Catalogue C7 of Adjustable Chairs Post Free.

Self-Propelling and Adjustable Wheel Chairs.



Model 375.

By simply pressing a button the occupant can instantly change the position of the back to any degree of inclination. The Extensible Leg Rests can also be adjusted by the occupant, and are supplied either single or divided. No other chair has so many conveniences.

Write for Catalogue F7 of Wheel Chairs in various designs.

SPECIALISTS IN THE MANUFACTURE OF INVALID FURNITURE, AND ALL APPLIANCES FOR BODILY REST AND COMFORT.
J. FOOT & SON, Ltd., 171, New Bond Street, London, W.

The 'Adapta' Bed - Table.



(Patented.)

Can be instantly raised, lowered, reversed, or inclined. Extends over bed, couch, or chair, and is the ideal Table for reading or taking meals in bed. By simply pressing a button the top can be adjusted to various inclinations. Comprises Bed-Table, Reading Stand, Writing Table, Bed-Rest, Card Table, &c. British-made throughout.

INDISPENSABLE TO THE SICK & WOUNDED.

- | | |
|--|---------|
| No. 1.—Enamelled Metal Paris, with Polished Wood Top | £1 7 6 |
| No. 3.—Idem, with Adjustable Side Trays, and Automatic Book-holders | £2 5 0 |
| No. 5.—Complete No. 3, with Detachable Card Table, and all Metal Parts finished Polished Brass | £3 12 6 |

Carriage paid in Great Britain. Write for Booklet A7.

BURBERRY SPRING MODELS

The Wedge-Skirted Burberry Topcoat

ILLUSTRATES to perfection Burberrys' invariable success in designing Weatherproof coats which meet the exacting requirements of freedom in simple and graceful forms.

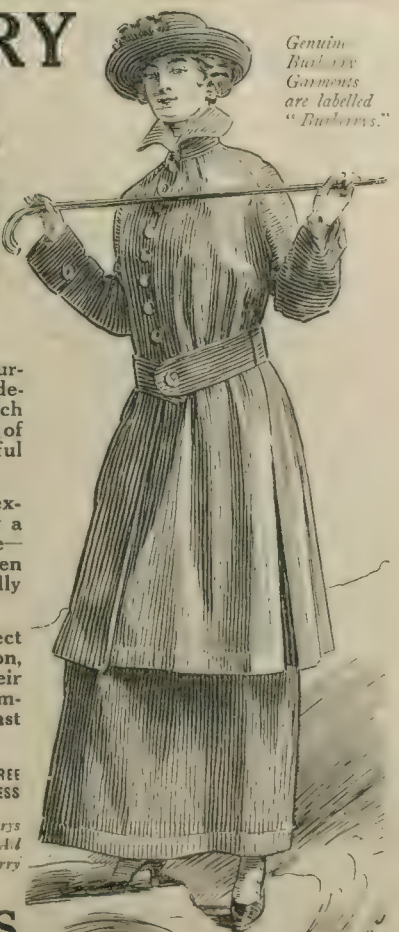
THE model in question has expanding skirts—obtained by a triangle of extra cloth at each side—which give remarkable ease when walking, and yet fit symmetrically to the figure.

BURBERRYS' new models reflect the latest evolutions of Fashion, and yet adhere strictly to their well-recognised principles of comfort and hygienic security against bad weather.

BURBERRYS' LADIES' CATALOGUE SENT POST FREE ON REQUEST. NEW EDITION NOW IN PRESS

COATS AND GOWNS CLEANED by Burberrys are returned practically as good as new. All weatherproof garments reproofed by the Burberry process. Price List on application.

BURBERRYS
Haymarket LONDON
8 & 10 Boul. Malesherbes PARIS
Basingstoke and Provincial Agents



Genuine
Burberry
Garments
are labelled
"Burberrys."

THE WEDGE-SKIRTED BURBERRY.

A graceful and charming example of Burberrys' skill in combining freedom, comfort and protection.

FROM THE WORLD'S SCRAP-BOOK.

PHOTOGRAPHS BY CENTRAL NEWS, SPORT AND GENERAL, AND NEWSPAPER ILLUS.



CAVALRY WHO HAVE FOUGHT IN THE TRENCHES: MEN OF A BRITISH DRAGOON GUARD REGIMENT AT THE FRONT, IN WINTER CAMP-KIT.



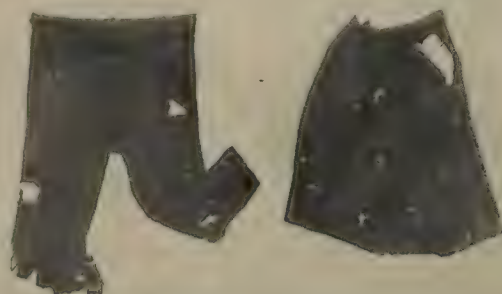
TRAINING TO FOLLOW HIS BROTHER'S EXAMPLE AND BEAR HIS PART: PRINCE HENRY (THIRD FROM THE LEFT) WITH THE ETON COLLEGE O.T.C.



ALL THAT IS LEFT OF THE FAMOUS FRESCOES: RUINED PAINTINGS ON A WALL OF THE BURNED-OUT "CLOTH HALL" OF YPRES.



"PIRATES" PHOTOGRAPHED BY A VICTIM: "U 29" SNAPSHOTTED FROM THE "HEADLANDS," JUST BEFORE SHE SANK THAT MERCHANTMAN, OFF SCILLY.



AFTER ITS WEARER HAD BEEN WOUNDED BY A SHELL, IN THE SUEZ CANAL: THE BULLET-TORN UNIFORM OF MR. CAREW, PILOT OF THE "HARDINGE."

After having acted as infantry for a spell and assisted to hold the trenches, the British cavalry at the front are again in camp awaiting active developments. Men and horses are described as in the pink of condition.—Prince Henry, the King's third son, who will be fifteen on March 31, is following the example of his two elder brothers, and doing his part. He is in the Eton College branch of the Officers' Training Corps.—Our Ypres illustration shows the irreparably ruined condition of the famous frescoes in the historic Cloth Hall, which the Germans deliberately shelled to destruction.—The snapshot of the German submarine "U 29" was taken off Scilly by the master of the

"Headlands," within two minutes of the submarine sinking his ship. The German crew are seen beside their conning-tower, watching the men of the "Headlands" taking to their boats in the brief respite granted them.—The torn and holed coat and trousers belong to the uniform worn by Mr. Carew, pilot of the Indian troop-ship "Hardinge" which assisted in the defence of the Suez Canal during the Turkish attack. Mr. Carew, while on the bridge, had one leg shattered by a shell, fragments of which inflicted eighteen other wounds on him. He heroically refused to quit his post and sent for a chair, but his injuries were so serious that he had to let himself be carried below.

A Special Appeal on Behalf of Baby



Naturally a Healthy Mother

should feed her own child, and no cause, save inability, should prevent her doing so. But there are many mothers who, though willing, cannot wholly or even partially, nurse their children. Either they have no milk for them, or it is poor in quality and deficient in sustenance.

The Question then arises

what food should be given to Baby. Carefully consider this highly important point. Remember, that the right food, given at the proper age—will lay a sure foundation for future health and happiness. Ordinary cow's milk is totally unsuitable as a food for young infants; it is acid, contains indigestible curd and is frequently swarming with dangerous germs, especially in summer time. Farinaceous Foods must not be given, as a child under six months of age cannot digest starch.

A Satisfactory Solution

of the difficult problem of feeding children by hand is provided by using the 'Allenburys' Foods. Prepared as directed, these pure Foods closely resemble healthy mother's milk in composition, nutritive value and digestibility. They are the outcome of prolonged scientific investigation, carried out with all the resources of wide manufacturing facilities and experience.

Decide to use

the 'Allenburys' Foods. By so doing the many serious ailments which follow the use of unsuitable food will be avoided, and Baby will be equipped with sound health and strength.

The Method of Simplicity and Certainty

The Allenburys' Foods

MILK FOOD No. 1. From birth to 3 months. In tins at 1/6 and 3/- each.
MILK FOOD No. 2. From 3 to 6 months. In tins at 1/6 and 3/- each.
MALTED FOOD No. 3. From 6 months upwards. In tins at 6/-, 1/-, 2/-, 5/-, 10/- each.

The 'Allenburys' Rusks (Malted).

A useful addition to baby's dietary when 10 months old and after. In tins at 1/6 and 2/9 each.

Write for a large sized **Free Sample** of Food, stating age of child and whether Weaned or Unweaned. Also for **free book "Infant Feeding and Management"** 64 pages of valuable information for every mother.

Allen & Hanburys Ltd., 37, Lombard St., London

Established 1715.

Copyright.



ARMORIAL BEARINGS

English, French, Belgian, Italian, Spanish, Portuguese, German, Austrian, Dutch, Danish, Norwegian, Swedish, Swiss, Hungarian, Polish, Russian, &c.
 Heraldic & Genealogical Library of 3000 Volumes
 Original Researches made in England and Abroad.

LEO CULLETON, 92, Piccadilly, London

MILLIONS OF PEOPLE

FLORILINE FOR THE TEETH.

have used this most economical Dentifrice with utmost satisfaction. A few drops produce a most refreshing lather and cleanser, rendering the teeth white, and arresting decay. Also put up in Powder form. **Absolutely BRITISH. Why not give it a trial?**

DAINTY SPRING HATS



A FASCINATING AND MOST BECOMING FOUR-CORNERED HAT, bound with ribbon, and finished at sides with ribbon cockades. In all colours. 25/9



A VERY SMART GOOD-FITTING COUNTRY HAT, made in canvas, faced, with coloured ribbon bow. Also in any shade. 39/6

A CHARMING AND MOST ATTRACTIVE BLACK PEDAL HAT, in all shades. 39.6

DEBENHAM & FREEBODY

WIGMORE STREET (CAVENDISH SQUARE), LONDON, W.

PLAYER'S Navy Cut Tobacco and Cigarettes

FOR THE TROOPS

From all quarters we hear the same simple request: "SEND US TOBACCO AND CIGARETTES"

TROOPS AT HOME

(Duty paid)

It would be well if those wishing to send Tobacco or Cigarettes to our soldiers would remember those still in Great Britain. There are thousands of Regulars and Territorials awaiting orders and in sending a present now you are assured of reaching your man.

Supplies may be obtained from the usual trade sources and we shall be glad to furnish any information on application.

TROOPS AT THE FRONT

(Duty free)

John Player & Sons, Nottingham, will (through the Proprietors for Export, The British-American Tobacco Co., Ltd.) be pleased to arrange for supplies of these world-renowned Brands to be forwarded to the front at Duty Free Rates.

John Player & Sons, Nottingham
 Castle Tobacco Factory.

Issued by the Imperial Tobacco Co. (of Great Britain and Ireland), Ltd.



THE PICCADILLY HOTEL

Situated in the Centre of the West End of London. Central Heating. Hot and Cold Water and Telephones in all rooms.

Special inclusive terms can be arranged in the Hotel for Families requiring accommodation for a period.

FOR PARTICULARS APPLY TO THE MANAGER.

Louis XIV Restaurant
 THE BEST-APPOINTED ROOM IN THE WEST END.

GRILL ROOM
 THE MOST POPULAR IN LONDON.

TELEGRAMS: "Picquillo, London."

TELEPHONE: 160 Regent.

THE CHRONICLE OF THE CAR.

Air Motors. The annual general meeting of the members of the Royal Aero Club yesterday (Thursday) reminds me that the air-motor brigade are going on as strong as ever. At each reunion of the committee more members are elected, and, better still, more pilots are reported as having passed the qualifying tests. By the time these lines are in print Great Britain will have issued over 1100 pilot aviator certificates. If the German spies read this they are welcome to the information as a proof of the Royal Aero Club's contempt of the methods of the German Aero Club in ceasing to publish the names of qualifying pilots in that country since January 1913. That

heard in England—contributed to the Japanese Imperial Aviation Association 20,000 yen in December 1913, and 150,000 yen in July 1914, with a view to assisting the development of aviation among the Japanese. I have always thought that the natural facility of the natives of Japan to balance objects and themselves in wonderful positions, as demonstrated by the many troupes of jugglers in that country, should make them good aviators. Some folk have a greater sense of balance than others, and this delicate sense is much needed in learning to control the air-motor machine.

Starting Motors. Though the progress of the road motor engine led to the development of the aeroplane, the progress of the latter has necessarily

persons imagine, yet are naturally restricted in space and weight carried. These two important factors therefore necessitate the production of an auxiliary motor which, while giving out the needed power, is light in weight and will occupy the smallest amount of space. As the up-to-date war-plane carries a wireless plant, this auxiliary motor can be used both for driving the dynamo which produces the electric current for lighting, for the wireless, and for starting the main-power engine itself.

Safety on a Thread. Watching a procession of fast motor-cars bowling along the road the other day, I wondered if any of the motorists realised that their safety literally was hanging on a



FIVE MODES OF TRAVEL: FROM THE PRIMITIVE BARGE TO THE MOTOR OF THE MOMENT.

Comparisons are instructive, and it is of no little interest to see brought together in a single picture, such as that we give, the barge, the boat, the steam train, the electric train, and the up-to-date motor-car, as exemplified in a 1915 eight-cylinder Cadillac, one of the very latest and smartest productions of Messrs. F. S. Bennett, Ltd., who are always in the movement in the great motor-car world.

was the first note of warning Great Britain had of the war. Another sign of the coming of the conflict was the success of German airmen, who then held practically all the aviation records.

Generous Gifts. Aviation owes largely to the generous gifts of individuals. M. Deutsch de la Marthe and the brothers Michelin in France, Lord Northcliffe and Mr.—or rather, now Flight-Commander—F. K. McClean in England, and still another Englishman, Mr. Robert T. Anderson, in Japan, are noteworthy examples of people who have helped in fostering its progress. Mr. Anderson—of whom, though living here, little has been

been on different lines. Yet to-day, when the motorist is concerning himself about self-starters for his automobile engine, the airman is seriously considering the need of auxiliary motors for starting the aeroplane engine. The gradual tendency towards the building of larger and more powerful aeroplanes, especially those in use by the Royal Naval Air Service, has brought forward the desirability of providing some mechanical device which will enable the pilot to start up the motor of the air vehicle without outside assistance. This being desirable, inventors are endeavouring to provide suitable means. Aeroplanes, though capable of supporting far greater loads than many

thread. Yet such is the fact when one considers that the cotton fabric of the tyres is the foundation of the wheel coverings. Motorists ought to write and get the catalogue just issued by the Goodrich Company, as this tyre-maker has a most interesting note in it regarding the cotton used in their safety tyres. It appears from this that the fabric of which these tyres are built consists of Sea Island cotton, as it produces a longer and finer thread. These qualities in the natural fibre give a degree of toughness and general strength in the woven fabric which produce the "safety" that gives the tyre its title and the user confidence.

W. W.



AN UNSURPASSED CHAIN OF "SAFETY" EVIDENCE.

38 of these safety formations in an average size "Safety" Tread Tyre and 6 tough rubber fingers protruding $\frac{1}{4}$ " in each give you a real motoring grip. No splashing about in mud or slush here—equipped with the "Safety" you are always at grips with the actual bed of the road.

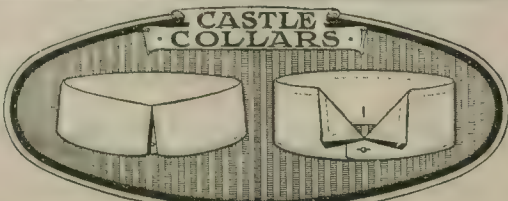
If your tyres do not show this tread formation you are getting less than the possible amount of motoring protection.

WRITE FOR ILLUSTRATED CATALOGUE.

GOODRICH

SAFETY TREAD TYRES.

THE B.F. GOODRICH CO., LTD.
117-123, Golden Lane, London, E.C.



DO you pay as much attention to the choosing of your Collars as you do to the choosing of your suits? It is quite as well to do so, because a bad-fitting collar, the same as a bad-fitting pair of boots, will spoil the whole well-dressed effect.

OUR CASTLE COLLARS are known and worn everywhere, and represent the best Collar value, owing to the fact that we are actual makers.

Shape "D 40"—A close fitting double Collar with square points, $1\frac{1}{2}$ ins. deep.

Sample Collar Post Free, 6d.

Box of one dozen.

6/-

Postage 3d. extra.

Shape "B"—A Collar with square ends, 2, 2 $\frac{1}{2}$ and 2 $\frac{3}{4}$ ins. deep.

Illustrated List Post Free.

Robinson & Cleaver Ltd

LONDON.

40D, Donegall Place

BELFAST

All Post-Orders to Belfast.

LIVERPOOL.



A Medical Comfort—

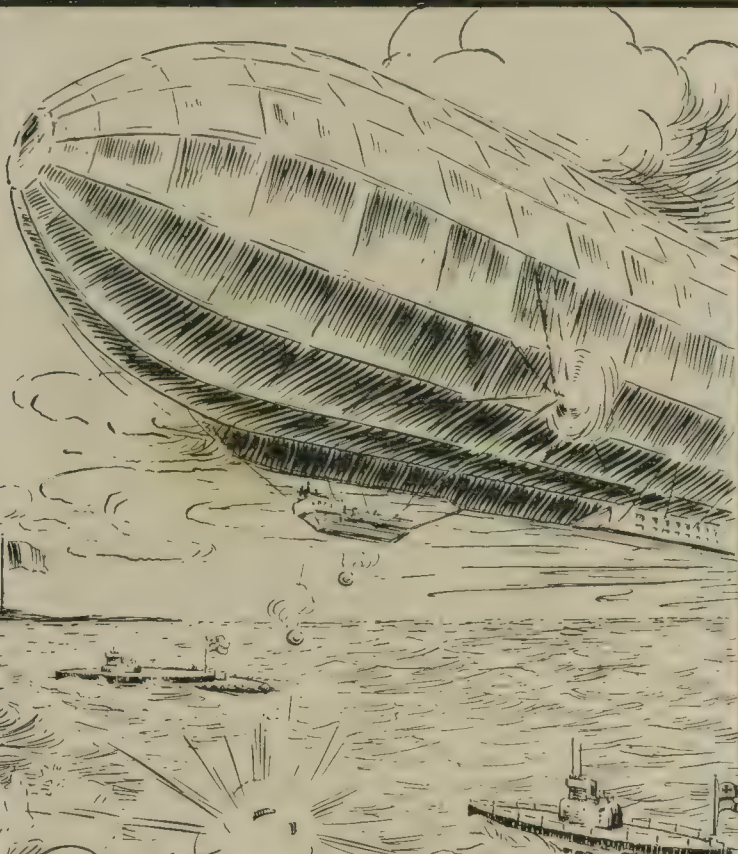
FOR INVALIDS & THE WOUNDED

Lemco is a valuable aid to those who are struggling against suffering and weakness. It is better than beef-tea, and has important features which render it peculiarly indispensable to an enfeebled system.

It is susceptible of easy assimilation; it stimulates without reaction; and fat being entirely excluded in the process of manufacture, it does not nauseate.

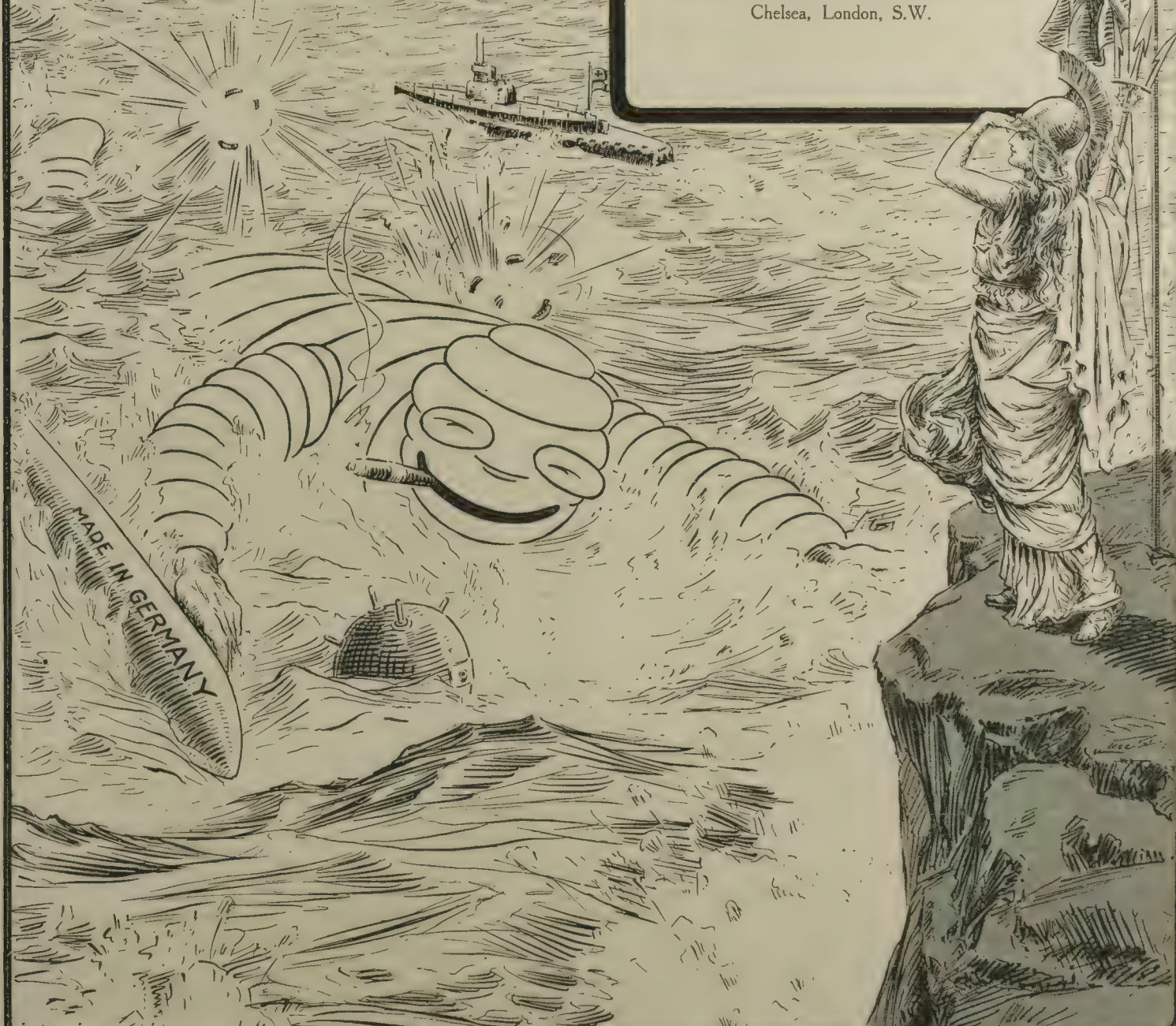
A teaspoonful of Lemco in a glass of hot milk creates a most nourishing and easily digested diet. Lemco is excellent, too, for the preparation of meat-jellies and other sick-room dainties.

LEMCO



*"My strength is as
the strength of ten,
because my rubber's
pure."*

Michelin Tyre Co., Ltd., 81, Fulham Road,
Chelsea, London, S.W.



WILLS AND BEQUESTS.

THE will (dated March 6, 1912) of Mr. EDWARD WRIGHT, of Leamington, Warwick, who died on Jan. 16, is proved by James W. Hassall, William A. Coleman, and Henry G. Hawkes, the value of the estate being £141,249 9s. The testator gives £1000 each to the Warford and South Warwick Hospital, the Royal Hospital for Incurables, the Ella Badger Cottage Hospital, Shipton-on-Stour, and the Solicitors' Benevolent Society; £500 each to the National Refuges for Homeless and Destitute Children and Dr. Barnardo's Homes; a number of legacies:

The will and codicil of SIR FREDERICK HOWARD, of The Abbey Close, Bedford, who died on Jan. 6, are proved by John Howard Howard, son, and James Rollason, the value of the estate being £196,791. Testator gives £1000 to St. Mary's Circuit, Bedford; The Abbey Close, St. Mary's House, and lands in Bedford to his son John; £500 to James Rollason and the residue in trust for his children and the issue of any that may have predeceased him.

The will (dated Aug. 26, 1913) of MRS. BLANCHE MARIA GEORGINA WATNEY, of 49, Prince's Gate, widow of James Watney, M.P., who died on Feb. 3, is proved by Vernon James Watney, son, and Sir Arthur T. Thring, the value of the property being £197,347. She gives £10,000 to her son Claude; £5000 each to the children of her son Vernon; £500 to Helen Barlow; £500 to Sir Arthur T. Thring; annuities to servants; and the residue to her son Vernon. The pictures "Helios" and "Rhodes," by Sir Frederick Leighton, are to be offered to the National or Tate Galleries.

The will of Mr. RICHARD COLLINS DREW, of Woodlyn, The Avenue, Branksome Park, who died on Feb. 4, is proved by Francis J. Coleby and Sydney B. Russell, the value of the estate being £198,660. He gives £3000 in trust for Matilda Cumner; £5000 in trust for Alfreda Anne Coleby; and the residue as to one sixth each in trust for his brother George Robert, his sister Kate Mary Reynolds, and his nieces Lilie Agnes Chiesa, Anne Gertrude Bosco, Alfreda Anne Coleby, and Ursula T. C. Whorlow.

The will of SIR OWEN ROBERTS, of Henley Park, Guildford, who died on Jan. 6, is proved, and the value of the estate sworn at £82,769 5s. 4d. Testator gives £10,000 to his wife, Henley Park being her own property; £500

each to his sisters Mary and Katherine; 200 shares in the British Mutual Banking Company to his son-in-law Major Henry Owen Knox; and a few legacies. £8000 and one



HUMANE WORK AT THE FRONT BY THE R.S.P.C.A.: AMBULANCES FOR BRITISH HORSES.

The R.S.P.C.A. Fund for Sick and Wounded Horses has sent, and is still sending, a number of ambulances for wounded horses. This Fund is authorised by the Army Council, and the ambulance illustrated was presented by the Nottingham and Notts. Branch of the R.S.P.C.A., which is doing excellent work in this direction.

third of the residue he leaves to his daughter Margaret Elizabeth Armstrong-Jones, one third to his daughter Beatrice Mary Davison, and one third to his grandsons Ralph Peter Knox and Henry Murray Knox.

The will of Mr. BENJAMIN SMITH, of Horbling, Lincoln, solicitor, who died on June 23, is now proved, and the value of the property sworn at £106,485. Testator gives his share in his professional business and offices to his son Graham Gould; £100 to his wife; and the residue in trust for his wife during widowhood, and subject thereto, as to one half to his son and one quarter in trust for each of his daughters Constance Mary and Faith Oswald.

The following important wills have been proved—
Major William Stirling, D.L., J.P., Fairburn, Muir of Ord, and 17, Ennismore Gardens, S.W. . . £812,366
Mr. David Wilkie, Ardmore, Kiermuir . . £194,479
Mr. Arthur Thomas Miller, Emlay House, Leatherhead . . £106,816
Mr. William Clarkson, The Friars, St. Michael Hamlet, Liverpool . . £102,042
Mr. Richard Thomas, The Cloisters, Bushey, Herts . . £51,431
Mr. Martin Luther Moss, Lingfield Grange, Bournemouth . . £19,161
Mr. John Nisbet, 11, Heene Terrace, Worthing . . £10,714



AN "ILLUSTRATED LONDON NEWS" WAR-ARTIST AT THE FRONT: MR. FREDERIC VILLIERS AFTER A VISIT TO THE TRENCHES.

Mr. Frederic Villiers, the famous war-artist of "The Illustrated London News," has added to his already great reputation by his remarkable work for this paper since the war began. He has been invited to the front, and has received special facilities for seeing the operations. Consequently, as our readers are well aware, he has been able to send home drawings and sketches of vivid interest from many parts of the great conflict. He is no stranger to the trenches, as our photograph indicates, showing him having trench mud scraped from his boots by a Turco. Mr. Villiers has seen practically every war since 1876.

Photograph by Illustrations Bureau.

and the residue, which will exceed £100,000, to the Warford and South Warwick Hospital, the Ella Badger Cottage Hospital, the Solicitors' Benevolent Institution, and the National Lifeboat Institution.

Took 1st Prize

After first five weeks, Mellin's Food is called in to help Mother's milk, and at 16 months baby walks, talks, weighs just under 30 lbs., and wins a first prize.

Where for any reason mother's milk is not available, or is insufficient in quantity or poor in quality, Mellin's Food with fresh cow's milk may be implicitly relied upon.

A Doctor's Statement

It is the combination of Mellin's Food with fresh milk that is of such importance, for, as a well-known doctor has declared, Mellin's Food, so mixed, is far superior to foods mixed with water only.

'Mellin's' is instantly adapted to the complete or partial food-requirements of the feeblest baby, or the most thriving youngster; and vigorous growth, happy disposition, freedom from illness are the sure and gratifying results.

Life-giving Properties

There are certain vital, life-giving properties in Fresh milk which are lost when the milk is 'dried,' but which are retained to the full when the Mellin's Food method is followed.

'Never Ill'

'My baby took first prize here. From 5 weeks I gave him one bottle with Mellin's Food in it. At 6 months I increased it to two—at 7 months to three—at 8 I weaned him, and he had the food in every bottle. Now at 16 months he has a lovely colour, has never been ill, can walk, talk, and his weight is just under 30 lbs.' Mrs. Randall, Dear Bay Crescent Folkestone

Mellin's Food

THE FRESH MILK FOOD

A Sample and useful Handbook "How to Feed the Baby," sent free Address—Mellin's Food, Ltd., Peckham, S.E.

SPECIAL WAR OFFER.

The unrivalled food value and sustaining power of MELLIN'S CAMPAIGN CHOCOLATE makes it the most acceptable of gifts for brother or sister friends. Despatch as an emergency ration or as a drink. On receipt of P.O. for 6s. 6d., with name, regimental No., and address of friend, we will forward it to you post free. Address—Mellin's Food, Ltd., Peckham S.E.



Provide for Death Duties

Whether your Estate be large or small it will pay you to take thought of the heavy toll that will be levied on it by the Government at your death.

Have you studied this question? If not, write for a copy of the leaflet D.D.

"Death Duties and How to Provide for Them."

You will find it both interesting and instructive. A Postcard will bring it to you.

The STANDARD LIFE Assurance Company. Estab. 1825

Head Office—EDINBURGH: 3, George Street.
LONDON: 85, King William Street, E.C.4. and 3, Pall Mall East, S.W.
DUBLIN: 59, Dawson Street.



The All British ADAIR GANESH ESTABLISHMENT

92, NEW BOND STREET, LONDON

Phone - GERRARD 3782

5, RUE CAMBON, PARIS; 557, FIFTH AVENUE, NEW YORK.

Lined Puffy Eyes, Double Chins completely removed by the wonderful Ganesh treatment. The marvellous Ganesh Eastern Oil will of itself remove lines.

During the War both PREPARATIONS and TREATMENTS are REDUCED 10%.

First Treatment will be given for 5/6, just to prove how wonderfully beneficial they are.

SPECIAL SAMPLE BOX OF PREPARATIONS 10/6

ADVICE GRATIS.

WRITE FOR FREE BOOK.



BLOUSE, in striped Voiles, with high standing collar, finished with organdi muslin in the following colours: white-black, white-navy, white-rose, and white-saxe

21/9

A large variety of Crêpe de Chine BLOUSES in stock, prices from 12/11 to 5 guineas.

Our Illustrated List post free on application

Robinson & Cleaver

The Linen Hall,
Regent Street, London, W.



A PARABLE OF PARA.

The tale of the man who bought not wisely, but too well.

CHAPTER THE FIRST.

TWO merchants of the East met at the gate of the city, each with his ass well-laden as if for a long journey. "Whither goest thou, friend?" asked the one. "Dost thou perchance also journey to Damascus?" "Even so," replied the other, "and if thou be willing, we will journey on our road together, for these be perilous times and the way is hard."

"Yea, verily, thou art right, friend; hard for man and beast. Hast thou seen to it that thine ass is well shod?" "Of a surety, good friend, and shoes have I to spare should aught befall." Whereon the other smiled in his beard, but answered not, and they went on their way, the one with the other. (To be continued.)

Published by

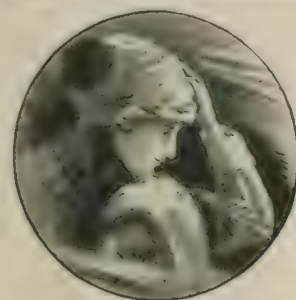
THE DUNLOP RUBBER CO., LTD.,

Para Mills, .. Aston Cross, .. Birmingham.

14, Regent Street, LONDON, S.W.

PARIS: 4, Rue du Colonel Mol

Founders of the Pneumatic Tyre Industry throughout the World.



DON'T LET THE MARCH WINDS

Ruin Your Complexion.

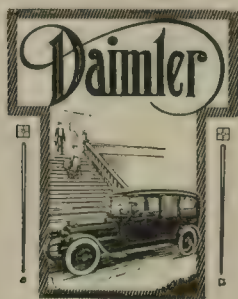
YOUR skin and complexion must have the help of Ven-Yusa if they are to be protected against the destructive effect of the cutting March winds.

Ven-Yusa is a new and striking discovery. By reason of the vitalising oxygen and other refined ingredients which it contains Ven-Yusa exerts on the skin a unique strengthening and rejuvenating influence.

The hands and face that are daily fortified by this novel and refined toilet preparation have their beauty and softness preserved. Wind-chafe, Roughness and Redness are warded off, and those tell-tale lines of age and care are swept away.

VEN-YUSA
The Oxygen Face Cream.

1/- per jar of Chemists and Perfumers, or direct from the Proprietors, C. E. Fulford, Ltd., London.



Stephenson's Furniture Cream

"Makes
polishing
a pleasure."



THE ACCUMULATION OF TARTAR

on the Teeth is one of the principal causes of their Decay.

The Daily use of

**Rowland's
Odonto**

will remove and prevent this fatal destruction of the Teeth, will purify and sweeten the Breath, harden the gums and make the Teeth beautifully sound and white. It is sold in 2s. 9d. boxes by stores, chemists, and Rowlands, 67, Hatton Garden, London.



**Bensdorp's
Royal Dutch
Cocoa**

is the queen
of all cocoas
for strength,
aroma, purity

Ask your Grocer for sample, or send for same direct to
BENS DORP'S ROYAL DUTCH COCOA, 31, Eastcheap, London, E.C.

**HIMROD'S CURE
FOR ASTHMA**

Gives instant relief from Catarrh, Asthma, etc. The Standard Remedy for over 40 years.

At all chemists 4/3 a tin.

A CONTINENTAL SPA 'CURE' IN YOUR OWN HOME.

Thermal Baths with

**ANTURIC
BATH SALTS**

for GOUT
RHEUMATISM
LUMBAGO
SCIATICA, &c.

PER TIN 1/6.



RELIEF FOR ALL.

**BROWN'S
BRONCHIAL
TROCHES.**

Who needs the TROCHES? Your fitful cough? They are the old-fashioned remedy for the alleviation of COUGHS, HOARSENESS, SORE THROAT, BRONCHITIS and ASTHMA. They contain no opiate, and are much appreciated by Singers and Public Speakers.

For cleaning Silver Electro Plate &c.
**Goddard's
Plate Powder**

Sold everywhere 6s 1/4 2s 6d 4d

"PAGES FROM AN UNWRITTEN DIARY."

THERE comes a time in the life of most public men when the inclination to write a volume of reminiscences becomes irresistible. So they succumb, and of the making of autobiographies there is no end. Sir Charles Villiers Stanford, having devoted the greater part of more than sixty years to the service of music, has much to say that is worth saying, and it is a pity that his "Pages from an Unwritten Diary" (London: Arnold) should not have appeared in a more tranquil season. The book is one that will make its primary appeal to those whose season of activity is past, or is passing; men of whom Sir Charles has most to say—Joachim, von Bülow, Grove, Liszt, Brahms, Wagner, Dvorák, Verdi, Tennyson, Irving, Labouchère—are all numbered with the dead; and of the living the author has little to tell. But he contrives to interest his readers even in unfamiliar names, and tells in refreshing manner much that is in his mind concerning the musical problems of our time. Of his own achievement he says little. Yet he has been conductor of the Bach Choir and Leeds Festival, a power at Cambridge in all matters affecting musical progress; he helped Hermann Franke to establish the Richter Concerts; has written half-a-dozen operas, including "Shamus O'Brien"; several symphonies, and countless songs and organ pieces. He has taken several degrees, and received others, *de honoris causa*, and may claim to have done much to help the progress of the art he lives for. His collection of good stories is remarkable; it is hard to refrain from quotation; and even with strict limit of space, one may quote the words of Rietz, who, rehearsing a concert at the Gewandhaus, in Leipzig, turned to the soprano soloist, whose intonation was repeatedly at fault, and said: "Will you be good enough to give the orchestra your A?" Sir Charles does not think Wagner was as great as his music, and says, recalling his first sight of the composer (at Bayreuth, in 1876), "The music was the music of Jekyll, but the face was the face of Hyde." He found a certain resemblance between Liszt and Wagner: each had "a magnificent head from the nose upwards, and a repellent mouth and chin." Apart from a scarcely veiled contempt for critics, Sir Charles deals fairly with all men. "Pages from an Unwritten Diary" makes lively reading, but there are moments when the style halts; one does not look to a Master of Arts and Doctor of Laws to describe the character of a school as "very unique" (p. 76); or to describe a man as "most unique" (p. 82)—even when that man was the well-beloved Sir George Grove. We have known even musical critics whose ink-stained past is free from such solecisms as these.

In our Issue of Feb. 6, we regret that we included among the portraits of officers killed in action that of Major T. F. Murray, Highland Light Infantry. In doing this we acted upon a formal announcement in the morning papers. We are now glad to be informed that the announcement was erroneous, and that Major T. F. Murray should have been reported "missing."

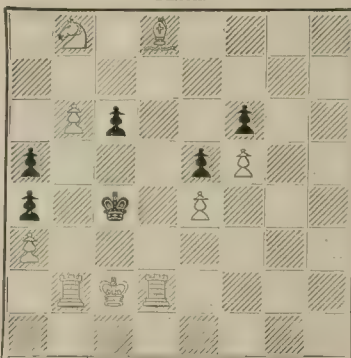
CHESS.

W W WEST (Spiezne-Russia).—In No. 3685, if Black play, as you suggest, 1. Kt to Q sq, White continues with 2. Q to B 4th (ch), and mates next move.
F GOOD (Toronto).—We humble ourselves in sackcloth and ashes. The Under has not even the virtue of "sheer ignorance." It was that deadly sin, a *lapsus calami*.
G W ATWELL (New York).—We will try, and let you know at the earliest opportunity.
M L FENCE, R C DURELL, and J G TEMPLEY.—Your respective problems are recorded for insertion.
W WINTER.—Thanks. Your contribution shall receive early attention.
W R LEDA.—1. Kt to K 4th is defeated by 1. P to Kt 7th, 2. B to Q 6th, 2. P to Kt 8th becoming a Knight, etc.

SOLUTION OF PROBLEM No. 3692.—By A. M. SPARKE.

WHITE. BLACK.
1. Q to K 7th. Any move.
2. Q, Kt or R mates accordingly.

PROBLEM No. 3695.—By W. FINLAYSON.



WHITE.

White to play, and mate in three moves.

CORRECT SOLUTION OF PROBLEM No. 3685 received from C A M (Penang): of No. 3685 from J W Beatty (Toronto); of No. 3686 from J W Beatty; of No. 3689 from J B Camara (Madeira) and C Barretto (Madrid); of No. 3691 from Captain Challice (Great Yarmouth); of No. 3692 from H Lindeman (Horsham), H B Morris (Leicester), J C Stackhouse (Torquay), G T Frankland (Atherton), J Danson (Catford), G Casares (Trubia, Spain), W D'Hof Tjassens (Apeldoorn), J Isaacson (Liverpool), and Rev H P Cole (Timberidge Wells).

CORRECT SOLUTIONS OF PROBLEM No. 3693 received from G Stillingfleet (Johns) (Seaford), J Fowler (Dixon), G Wilkinson (Bristol), A H Arthur (Bath), A G Mullins (Lymington), A L Payne (Lazonby), H Grasset Baldwin (Guildford), R C Durell (South Woodford), H B Morris, R Worters (Canterbury), and G F Anderson (Brixton).

CHESS IN LONDON.

Game played at the City of London Chess Club, between Messrs. G. A. THOMAS and E. S. SERJEANT.

(King's Gambit Declined).

WHITE (Mr. S.)	BLACK (Mr. T.)	WHITE (Mr. S.)	BLACK (Mr. T.)
1. P to K 4th	P to K 4th	18.	P to B 3rd
2. P to K B 4th	B to B 4th	19.	P to Q 4th
3. Kt to K B 3rd	P to Q 3rd	20.	P takes P
4. P to B 3rd	P takes P	21.	P to K 5th
		22.	Q to Q 3rd
		23.	P to K 6th
		24.	Q takes Q (ch)
		25.	P to Q 5th

The value of this move is doubtful. Probably Kt to Q B 3rd, turning the game into a Vienna Opening, is the better line to adopt.

4. B to K Kt 5th
5. P to K R 3rd B takes Kt
6. Q takes B Q to K and
7. B to B 4th Kt to K B 3rd
8. P takes P P takes P
9. P to Q 3rd P to K R 3rd
10. B to K 3rd Q Kt to Q 2nd
11. Kt to Q 2nd Kt to Kt 3rd
12. Castles Q R

R to Q sq would have given White all he wanted, and he could have Castled K R later on. His King is here placed in a position which proves fatal in the long run.

12. B takes B
13. Q takes B Kt takes B
14. Kt takes Kt P to Q Kt 4th
15. Kt to R 5th P to Q B 4th

Cleverly parrying Kt to B 6th, which would now lose the piece. The advance of the Pawn, moreover, is well timed.

16. P to K Kt 4th Kt to Q 2nd
17. P to K R 4th Q to Q 3rd
18. K to Kt sq

Q to R 3rd is threatened, but it is through the text move the game is finally lost.

With two passed Pawns White appears at first to have good prospects of success, but the fighting-value of the King is illustrated in Black's defence.

26. K R to B sq K R to K sq
27. Kt to Kt 7 (ch) K to B 2
28. Kt to B 5th Q R to Q sq
29. R to B 5th Kt to Kt 3rd
30. R takes P Kt takes P
31. Kt to R 6 (ch) K to B sq

Although the only move to escape a draw or a defeat, there is nothing left for White after it.

32. R takes P Kt to B 6th (ch)
33. P takes Kt R takes R (ch)
34. K to B 2nd K R to Q sq
35. K to Kt 2nd K R to K sq
36. R takes P R to K 8th
37. R to R 7th K R takes P
38. R takes P K R to K 7th (ch)
39. K to R 3rd Q R to Kt 8th
40. Kt to Kt 4th R to K 6th
41. Kt to Q 5th R takes P (ch)

The coup de grâce. A game skillfully fought and prettily won.

42. Kt takes R P to Kt 5th (ch)

In view of all the brilliant and useful work that the air services have performed in the present war, there should be a generous response to the appeal issued by the Royal Aero Club for subscriptions to a fund which will be used for the benefit of the Royal Naval Air Service and the Royal Flying Corps. The credit for the institution of the fund is due to Messrs. André and Edouard Michelin, who have already done so much to help forward the aviation movement in this country and in France. The object is to take care of those airmen who meet with injury while carrying out their perilous work, or provide for the dependents of those meeting their death. The appeal has been issued by Lord Tullibardine, Chairman of the Royal Aero Club, and already more than £7000 has been subscribed. Subscriptions may be sent to the Royal Aero Club, 166, Piccadilly, London, W.

Richard Dehan's Latest Success.



Bismarck.

THE MAN OF IRON

By Richard Dehan. 6s.

Author of "The Dop Doctor," "Between Two Thieves," &c.

"One reads the eight hundred pages with ever-increasing absorption in the terrible and wonderful story."—*Pull Mall Gazette*.

"As fine and fantastical and full-blooded a story of war-time as we can hope to get."—*Morning Post*.

HEINEMANN



Every home needs this famous British Skin Remedy



For Eczema Face Spots and Rashes

There is no earthly reason why you should continue to suffer from eczema, rash, pimples, or any other annoying and disfiguring skin illness. You quench fire by pouring water on it, and similarly the burn and sting and skin irritation is quenched by applying Antexema. Continue using Antexema, and soon all signs of skin trouble disappear, never to return. Antexema is prepared from the prescription of the well-known West End physician who discovered this famous skin remedy 30 years ago. It is a soothing liquid cream, which is absorbed by the skin, and forms an invisible artificial skin over the bad place, which excludes grit and germs whilst it cures the trouble. Cures eczema, rashes, face spots, bad legs, bad hands, and every other rough, cracked, or irritated skin condition. However severe or long-continued your skin suffering, you can depend upon Antexema effecting a thorough and lasting cure. Get a bottle to-day.

Do your duty to your skin and let Antexema to-day. Supplied by all chemists and stores everywhere. Also of Boot's Cash Chemists, Army and Navy, Civil Service Stores, Harrod's, Selfridge's, Whiteley's, Parkes', Taylor's Drug Co., Timothy White's, and Lewis and Burrows, at 1s. 1½d. and 2s. 9d., or post free 1s. 3d. and 2s. 9d. from Antexema, Castle Laboratory, London, N.W. Also throughout India, Australasia, Canada, Africa, and Europe.

NO MORE UGLY EARS



Get the Claxton Ear-Cap and let your child wear it in the nursery, and during sleep, and any tendency to outstanding ears will soon be corrected. Easy and comfortable in wear. Keeps hair from tangling during sleep, and promotes breathing through the nose. The Claxton Ear Cap gently moulds the cartilages while they are soft and pliable. Made in 21 sizes. Send measurement round head just above ears, and also over head from lobe to lobe of ear. Price 4/- from Harrod's, Selfridge's, Whiteley's, John Baker, Ltd., John Barnes & Co., Ltd., D. H. Evans & Co., Ltd., E. & R. Garrold, Jones Bros. (Holloway) Ltd., Spiers & Pond's, Woolland Bros., or direct from L.L. Claxton, Castle Laboratory, London, N.W.

Snake Charmer Cigarettes

for Connoisseurs

Per Packet of Ten
BOUQUET 6^d
SIZE

QUEEN - 9^d
SIZE

May be obtained at all the branches of Simon & Gluckstein, Limited, or post free direct from their Warehouse 2-14 Clarence Street St. Luke's, London E.C.

THE ILLUSTRATED LONDON NEWS

THE
ROYAL
NAVY

THE
BRITISH
ARMY



SPECIAL

NUMBER

GREAT WAR DEEDS

PUBLISHING OFFICE, 172, STRAND, LONDON, W.C.2

PRICE

WITH FOUR PAGE PANORAMA SUPPLEMENT

THE Goldsmiths & Silversmiths Company Ltd

JEWELLERS & SILVERSMITHS TO H.M. THE KING.

MILITARY BADGE JEWELLERY

2nd Life Guards Badge Brooch.
Fine Gold & Enamel. £1 10.0



12th Lancers Badge Brooch.
Fine Gold & Enamel. £6 5.0



The Gordon Highlanders.
Fine Gold & Enamel.
Brooch. £5 0 0

Royal Naval Flying Corps Brooch.
Fine Gold with Ruby Eye. £2 10.0



Naval Crown Brooch. Fine Quality
Diamonds & Rubies. £6 15.0



17th Lancers Badge Brooch. Fine
Quality Diamonds & Rubies.
£7 10.0



Regt. Artillery Badge Brooch in Gold
and Enamel with Diamond
Wheel. £5 10.0
Wire Gold Wheel.
£3 5.0

112, REGENT ST, LONDON. W.



Distraction from thoughts of war.

"Talk of anything but the war," said an officer just returned from the Front. It is good advice, for, whilst the war must inevitably take first place in our interests, it is very easy to dwell too much upon it—the disadvantage of our nerves.

The "Pianola" Piano relieves the mind from the stress of war.

Seated at a "Pianola" Piano, you are transported to a sphere where only peace exists—the great masters, whose works outlive all war, voice the softer moods of mankind and preserve, through these grim days, your faith in the survival of the beautiful and good.

Write for Catalogue "H" and full details of the Special War Terms, which now bring the "Pianola" Piano within the reach of every home.



The Orchestrelle Company,
ÆOLIAN HALL,
135-6-7, New Bond Street, London. W.

BUCHANAN'S

SCOTCH WHISKIES



STUDY IN BLACK AND WHITE: DESTROYER SIGHTING ZEPPELIN.

"RED SEAL"

48/- per doz.

"ROYAL HOUSEHOLD"

(An Extra Special Blend of Choice Old Whiskies)

60/- per doz.

"BLACK & WHITE"

54/- per doz.

Buchanan's Scotch Whiskies are well-matured and perfectly blended. The vast stocks held in Scotland ensure an unfailing supply of the same faultless quality.

THE
ILLUSTRATED LONDON NEWS

Special Panorama Number.

1914

1915

GREAT - WAR DEEDS
OF
THE ROYAL NAVY & THE BRITISH ARMY

Including the Royal Navy, the Royal Naval Air Service, the British Army, the Territorial Force, the Indian Army,
the Canadian Contingent, and the Australian Navy.

TWENTY-EIGHT PAINTINGS, FROM AUTHENTIC DETAILS,

by

R. CATON WOODVILLE, NORMAN WILKINSON, A. C. MICHAEL, C. M. PADDAY, S. BEGG, FRÉDÉRIC DE HAENEN,
JOHN DAKIN, and JOHN DE G. BRYAN;

together with

A Large Panorama Painting by R. Caton Woodville, representing the Defeat of the Prussian Guard at Ypres.

Published by THE ILLUSTRATED LONDON NEWS AND SKETCH, Ltd.,
172, Strand, London, W.C.

A LIST OF THE PAINTINGS IN THE GREAT-WAR DEEDS NUMBER OF THE ILLUSTRATED LONDON NEWS.

1. The Royal Field Artillery—Trumpeter Waldron, D.C.M., pluckily remaining at the post assigned to him, though wounded, and with German shells falling all around him.

Painted by A. C. Michael from Material Supplied by an Officer.

2. The Royal Engineers—Lance-Corporal Charles A. Jarvis winning the Victoria Cross by fixing a firing-charge for the demolition of a bridge, under heavy fire.

Painted by R. Caton Woodville from Material Supplied by One of the Chief Actors in the Incident.

3. The Coldstream Guards—The Fourth Guards Brigade, including the Coldstreamers, fighting the Germans in the narrow streets of Landrecies during the retirement from Mons.

Painted by R. Caton Woodville from Material Supplied by One of the Chief Actors in the Incident.

4. The 9th (Queen's Royal) Lancers—The 9th Lancers charging to recapture British guns temporarily in the hands of the Germans, a deed that won the V.C. for Captain F. O. Grenfell.

Painted by A. C. Michael from a Sketch by Frederic Villiers.

5. The Highland Light Infantry—Private George Wilson earning the Victoria Cross by taking a German machine-gun single-handed after killing the officer and six men in charge of it.

Painted by A. C. Michael.

6. The Welsh Regiment—"Stick it, Welsh!" : The heroic death of Captain Mark Haggard, who was brought back, mortally wounded, by Lance-Corporal William Fuller, V.C.

Painted by R. Caton Woodville from Material Supplied by One of the Chief Actors in the Incident.

7. The Royal Army Medical Corps—Captain Harry Sherwood Ranken winning the Victoria Cross for tending wounded in the trenches, under fire, with his thigh and leg shattered.

Painted by R. Caton Woodville from Material Supplied by an Officer Present at the Action.

8. The Queen's Own (Royal West Kent Regiment)—The Royal West Kents proving once again that if given a job they will do it, by gallantly holding a road at a critical time.

Painted by A. C. Michael from Material Supplied by One of the Chief Actors in the Incident.

9. The Indian Army—Naik Darwan Sing Negi, of the Garhwal Rifles, leading round the traverses at Festubert, and thereby winning the Victoria Cross.

Painted by S. Begg from Material Supplied by an Officer Present at the Action.

10. The Royal Navy—The 4800-ton "Gloucester" fighting the 23,000-ton "Goeben" and the 4550-ton "Breslau," which she tackled single-handed.

Painted by Norman Wilkinson from a Sketch by a Naval Officer.

11. The Royal Navy—The "Good Hope" going down with her last guns firing, in the gallantly contested action against overwhelming odds, off Chile.

Painted by Norman Wilkinson.

12. The Royal Marine and Naval Brigades—The Naval Division, guided by Colonel Seely in a car, leaving Antwerp after their gallant defence, which delayed the enemy and saved Calais.

Drawn by John Dahin, an Eye-Witness.

13. The Army Chaplains—A "Padre" holding a night-service on the field, with a packing-case as altar and a tin mug as chalice.

Painted by A. C. Michael.

14. The Army Service Corps—A train of motor-lorries of the Army Service Corps (the Commissariat Brigade!) charging and thundering through an astonished body of German cavalry.

Painted by Frédéric de Haenen.

15. The Royal Navy—British sailors rescuing men of a German destroyer, under fire, at the Battle of Heligoland Bight, a gallant deed officially recognised by Germany.

Painted by Norman Wilkinson.

16. The Territorial Force—"A glorious lead and example to all Territorial Corps fighting in France": The London Scottish making an epoch in British military history.

Painted by R. Caton Woodville from Material Supplied by a British Officer.

17. The Royal Naval Air Service—"A fine feat of arms" that won D.S.O.'s and the Legion of Honour: The Naval Airmen, Briggs, Sippe, and Babington, raiding the Friedrichshafen Zeppelin sheds.

Painted by John de G. Bryan.

18. The Royal Field Artillery—The saving of the gun at Le Cateau: A gallant action which won the V.C. for Captain Douglas Reynolds, Driver J. H. C. Drain, and Driver F. Luke.

Painted by S. Begg from Material Supplied by a Chief Actor in the Incident.

19. The Royal Horse Artillery—Sergeant-Major Dorrell and Sergeant Nelson winning Victoria Crosses and commissions by remaining alone to work the last gun of "L" Battery.

Painted by S. Begg from Material Supplied by a Chief Actor in the Incident.

20. The Royal Naval Air Service—Flight-Commander Hewlett, on his seaplane, almost colliding with a mast of a German war-ship during the famous air-raid on Cuxhaven.

Painted by John de G. Bryan from Material Supplied by One of the Officers who took part in the Raid.

21. The Royal Navy—"Clear off—submarines about": Captain Loxley, his terrier, Bruce, by his side, giving his last order as he went down with his ship, the "Formidable."

Painted by C. M. Paddy.

22. The East Lancashire Regiment—Drummer Bent drawing a wounded comrade back to the British trenches under fire—for which and other gallant deeds he received the Victoria Cross.

Painted by S. Begg from Material Supplied by a Chief Actor in the Incident.

23. The Australian Navy—Men of the "Sydney" cheering and crying, "She's gone, Sir; she's gone," as the defeated and sinking "Emden" turned to run ashore.

Painted by C. M. Paddy.

24. The Royal Navy—Wounded, but triumphant: Vice-Admiral Beatty's flag-ship, the battle-cruiser "Lion," towed into port amid cheers after the victory in the North Sea.

Painted by Norman Wilkinson from a Sketch made on the Spot.

25. The Royal Navy—The most dramatic incident of the Battle of the Dogger Bank: The "Blücher" sinking; and the Saucy "Arethusa" standing in to save life.

Painted by Norman Wilkinson from Photographic Material.

26. The Canadian Contingent—"The Three Musketeers" of Princess Patricia's Own: A gallant trio of Canadian sharpshooters who held a mound all day under all kinds of fire.

Painted by S. Begg from Material Supplied by an Officer of Princess Patricia's Canadian Light Infantry Present at the Action.

27. The Irish Guards—"Practically capturing the enemy's position by himself": The exploit of Michael O'Leary, V.C., who saved a British company by charging barricades.

Painted by A. C. Michael from Material Supplied by Company-Quartermaster-Sergeant J. G. Lowry, who was Present at the Action.

28. The Royal Navy—The "Glasgow's" Revenge: The "Leipzig" set on fire and sunk by the British cruiser, in the battle of the Falkland Islands.

Painted by Norman Wilkinson from a Sketch by a British Naval Officer.

PANORAMIC SUPPLEMENT—ONE OF THE FINEST ACHIEVEMENTS IN BRITISH MILITARY HISTORY: THE DEFEAT OF THE PRUSSIAN GUARD BEFORE YPRES.

Painted by R. Caton Woodville from Material supplied by an Officer who took part in the Action.

N.B.—It should be pointed out in connection with this Special Panorama Number that the greatest care has been taken to ensure accuracy. Every painting has been checked in all its details.

THE ROYAL FIELD ARTILLERY.



TRUMPETER WALDRON, D.C.M., PLUCKILY REMAINING AT THE POST ASSIGNED TO HIM, THOUGH WOUNDED, AND WITH GERMAN SHELLS FALLING ALL AROUND HIM.

The Great War has added many gallant deeds to the splendid record of the Royal Field Artillery. One of the pluckiest actions of the campaign was one performed by Trumpeter S. F. G. Waldron, of the 37th Battery, R.F.A., as described in the following account by one who was present on the occasion. "On August 26, at Le Cateau, the 5th Divisional Artillery received the order that there would be no retirement. Consequently, the wagon-teams and gun-limbers of the batteries in action were retired about 2000 yards behind the gun position. The Captain's trumpeter was ordered to act as communicating file between the Captain (with the guns) and the Quartermaster-Sergeant, who was in charge of the wagon line. The fire of the German artillery was very intense, but the shells were falling over the British batteries, and, as it happened, all around the

solitary trumpeter and his horse. He pluckily obeyed orders and stuck to his post, until the Captain, seeing his position, ordered him to the rear. Trumpeter Waldron was wounded, yet he afterwards brought up horses to the firing line. He received the D.C.M." The record of this brave conduct, for which the Distinguished Conduct Medal was given to him, stands thus in the list of awards issued as a supplement to the "London Gazette" on December 17: "At Le Cateau, on August 26, although wounded, he gallantly brought up a horse to the firing line, through a very heavy fire." The steadfast endurance of Trumpeter Waldron recalls the well-known picture of the Roman sentinel—"Faithful Unto Death"—standing erect at his post while the fiery flood from Vesuvius was falling on doomed Pompeii and Herculaneum.—Copyrighted in the United States and Canada.

PAINTED BY A. C. MICHAEL FROM MATERIAL SUPPLIED BY AN OFFICER.

THE ROYAL ENGINEERS.



LANCE-CORPORAL CHARLES A. JARVIS WINNING THE VICTORIA CROSS BY FIXING A FIRING-CHARGE FOR THE DEMOLITION OF A BRIDGE, UNDER HEAVY FIRE.

"Ubique" is the motto of the Royal Engineers, and well do they fulfil it. The Engineers have done splendid service in every part of the world, and they have given to the Army many great leaders, among them Lord Kitchener, General Gordon, and Lord Napier of Magdala, who were all officers of the Corps early in their career. The duties of the Engineers are more manifold than those of any other part of the forces, and include making roads, bridges, and railways, working telegraphs, telephones, balloons, preparing camps, water-supply, field-works for attack or defence, and the demolition of those of the enemy. As Kipling says: "They send us in front with a fuse and a mine To blow up the gates that are rushed by the Line, But bent by Her Majesty's Royal Engineer, With the rank and pay of a Sapper." In

the present war the Royal Engineers have nobly lived (and died) up to their great traditions, and several of their number have already won the Victoria Cross by daring deeds, one of which our artist has here illustrated. Lance-Corporal Charles Alfred Jarvis, of the 57th Field Company, Royal Engineers, received his V.C., to quote the official statement: "For great gallantry at Jemappes on August 23 in working for 1½ hours under heavy fire in full view of the enemy, and in successfully firing charges for the demolition of a bridge." Jemappes is three miles west of Mons, and is famous for a great French victory over the Austrians in 1792. Two officers of the Royal Engineers have also been awarded the V.C. for gallantry in the present war.—[Copyrighted in the United States and Canada.]

PAINTED BY R. CATON WOODVILLE FROM MATERIAL SUPPLIED BY ONE OF THE CHIEF ACTORS IN THE INCIDENT.

THE COLDSTREAM GUARDS.



THE FOURTH GUARDS BRIGADE, INCLUDING THE COLDSTREAMERS, FIGHTING THE GERMANS IN THE NARROW STREETS OF LANDRECIES DURING THE RETIREMENT FROM MONS.

The Coldstream Guards, along with the other regiments of Guards at the front, have in the Great War added another splendid chapter to their history. Addressing the 1st Battalion of the Coldstreamers in the field recently, Sir John French said: "You have been in this country since the war began and have seen continuous fighting, suffering severe losses, and at one time, I believe, you were reduced to about eighty men. You have not only upheld the glorious traditions of your famous regiment—which, as everyone knows, dates back to two or three hundred years—but you have materially added to them. As Commander-in-Chief of the Army, I thank you one and all for your grand services." Our artist has illustrated one of the fiercest hand-to-hand encounters of the war—namely, that in the town of Landrecies on August 26, just ten days after the landing of

British Expeditionary Force in France. The First Corps had reached Landrecies, during the retreat from Mons, on the previous night. "I had intended," wrote Sir John French in his despatch of September 7, "that the Corps should come further west so as to fill up the gap between Le Cateau and Landrecies, but the men were exhausted and could not get further in without rest. The enemy, however, would not allow them this rest, and about 9.30 p.m. a report was received that the 4th Guards Brigade in Landrecies was heavily attacked by troops of the 6th German Army Corps who were coming through the forest on the north of the town. This brigade fought most gallantly, and caused the enemy to suffer tremendous loss in issuing from the forest into the narrow streets of the town."—(Copyrighted in the United States and Canada.)

PAINTED BY H. CATON WOODVILLE FROM MATERIAL SUPPLIED BY ONE OF THE CHIEF ACTORS IN THE INCIDENT.

THE NINTH (QUEEN'S ROYAL) LANCERS.



THE 9TH LANCERS CHARGING TO RECAPTURE BRITISH GUNS TEMPORARILY IN THE HANDS OF THE GERMANS. A DEED THAT WON THE V.C. FOR CAPTAIN F. O. GRENFELL.

Among the glorious deeds of the British cavalry in the Great War, those of the 9th (Queen's Royal) Lancers stand out with especial brilliance. This regiment, and the 18th Hussars, did splendid service and suffered heavy losses during the retreat from Mons. Sir John French, in his despatch of September 7, said that "the fine work done by the cavalry in the further retreat from the position assisted materially in the final completion of this most difficult and dangerous operation." Besides the now historic charge of the 9th Lancers against eleven German guns, a charge which has been likened to that of the Light Brigade at Balaklava, a squadron of the same regiment, under Captain Francis O. Grenfell, performed about the same time another heroic exploit, which our artist has here illustrated. A battery of British guns had fallen into

the enemy's hands, and there was danger of their being turned against our men. All the draught horses available had been killed. Thereupon Captain Grenfell, at the head of a squadron of his troopers, gallantly charged and recovered the guns. This and other deeds of bravery have gained him the Victoria Cross, which was awarded (in the words of the official announcement) "for gallantry in action against unbroken infantry at Audregnies, Belgium, on August 24, 1914, and for gallant conduct in assisting to save the guns of the 119th Battery, Royal Field Artillery, near Doubon, the same day." Captain Grenfell, who is a nephew of Field-Marshal Lord Grenfell, served in South Africa with the Royal Rifle Corps, and was awarded the Queen's Medal with five clasps. He is well known as a polo-player.—(Copyrighted in the United States and Canada.)

PAINTED BY A. C. MICHAEL FROM A SKETCH BY FREDERIC VILLIERS.

THE HIGHLAND LIGHT INFANTRY.



PRIVATE GEORGE WILSON EARNING THE VICTORIA CROSS BY TAKING A GERMAN MACHINE-GUN SINGLE-HANDED AFTER KILLING THE OFFICER AND SIX MEN IN CHARGE OF IT.

Many gallant deeds have been performed during the war by the Highland Light Infantry, and prominent among them is the action here illustrated, which gained the Victoria Cross for Private George Wilson, of the 2nd Battalion, seen in the drawing attempting to manipulate a German machine-gun after having killed the men in charge of it and taken possession of it practically single-handed. The official account stated that the V.C. was awarded to Private Wilson—who, by the way, is an Edinburgh man—"for most conspicuous gallantry on the 14th of September near Verneuil, in attacking a hostile machine-gun, accompanied by only one man. When the latter was killed, he went on alone, and shot the officer and six men working the gun, which he captured." A private letter from the front describing the incident says that "Wilson picked off

five with his rifle, bayoneted the sixth, and then tried to turn the gun on the enemy. Unfortunately the gun jammed, and an officer, coming up, helped him to destroy it." The same letter records another gallant deed performed by the 2nd Highland Light Infantry on the same day, an action in which Lieut. Sir Archibald Gibson-Craig gave his life for his country's cause. He had asked and received permission to lead his platoon against a German machine-gun concealed in a wood. He and about twenty men advanced to the top of a hill, where they were suddenly confronted with a much larger force of Germans. The Highlanders fired a volley, and then Sir Archibald, shouting "Charge, men! At them," drew his sword and rushed at the enemy. Within ten yards of them, he fell. His men silenced the gun.—[Copyrighted in the United States and Canada.]

THE WELSH REGIMENT.



"STICK IT, WELSH!": THE HEROIC DEATH OF CAPTAIN MARK HAGGARD, WHO WAS BROUGHT BACK, MORTALLY WOUNDED, BY LANCE-CORPORAL WILLIAM FULLER, V.C.

Not only in the annals of the Welsh Regiment, already rich in noble deeds, but in the general history of the British Army, the heroic death of Captain Mark Haggard will never be forgotten. Sir Rider Haggard, his uncle, the famous novelist, has told the story for us in the following words: "Captain Mark Haggard, of the 2nd Welsh Regiment [whose last fight is the subject of our illustration], fell on September 14 at the battle of the Aisne. It seems, from the testimony of Corporal Abbott and others of the same regiment, that Captain Haggard, finding it would be hazardous to advance his company against the fire of a German Maxim, personally charged the gun with three men. On this point Corporal Abbott writes: 'We would undoubtedly have been mown down. I witnessed the whole incident, and I am proud to have had such a

thoughtful officer; sooner than that the company should suffer, he took it on himself to do this daring work.' Captain Haggard, outrunning his men by about thirty yards, shot several of the Germans round the gun before he fell mortally wounded. 'It was a sight to see him laying about him, and there was no one in the regiment who did not mourn his death, he was so popular,' writes Private Rix, in a letter to the Press. At the time of his fall one of his companions was dead and another badly wounded. To Fuller he called out: 'I'm done, get back!' Fuller obeyed, but subsequently returned and carried him back to the lines, a gallant act for which he has been awarded the V.C. Captain Haggard's dying cry of 'Stick it, Welsh!' will probably become famous."—[Copyrighted in the United States and Canada.]

PAINTED BY R. CATON WOODVILLE FROM MATERIAL SUPPLIED BY ONE OF THE CHIEF ACTORS IN THE INCIDENT.

THE ROYAL ARMY MEDICAL CORPS.



CAPTAIN HARRY SHERWOOD RANKEN WINNING THE VICTORIA CROSS FOR TENDING WOUNDED IN THE TRENCHES, UNDER FIRE, WITH HIS THIGH AND LEG SHATTERED.

It would be the greatest mistake to imagine that Army doctors are not exposed to danger in war, or that they always work at a safe distance from the firing-line. In point of fact, the casualties in the Royal Army Medical Corps have been very heavy, so much so that a medical correspondent, discussing recently the threatened death of doctors owing to the large numbers absorbed by the war, suggested, obviously as an innovation, that "R.A.M.C. officers should be forbidden to enter the trenches." He pointed out at the same time that it takes five years to make a doctor, who is a man very difficult to replace. The suggestion as to excluding doctors from the trenches, leaving first aid to orderlies, proves, if proof were needed, that the Army doctors frequently share the perils of the soldiers whom they tend. Many deeds of heroism during the

present war stand to the credit of the R.A.M.C., to which even the enemy have paid tributes of admiration. One such deed is recorded in our illustration, the noble act of self-sacrifice which won the V.C. for the late Captain Harry Sherwood Ranken, of the Royal Army Medical Corps, who died of his wounds. The laconic official account of his action stated that the V.C. was awarded to him "For tending wounded in the trenches under rifle and shrapnel fire at Hautvesmes on 19th September, and on 20th September continuing to attend to wounded after his thigh and leg had been shattered." An old colleague has written of him: "Ranken was of the very best type of British medical man, calm and fearless, and infinitely careful for those placed under his charge."—(Copyrighted in the United States and Canada.)

PAINTED BY R. CATON WOODVILLE, FROM MATERIAL SUPPLIED BY AN OFFICER PRESENT AT THE ACTION.

THE QUEEN'S OWN (ROYAL WEST KENT REGIMENT).



THE ROYAL WEST KENTS PROVING ONCE AGAIN THAT IF GIVEN A JOB THEY WILL DO IT, BY GALLANTLY HOLDING A ROAD AT A CRITICAL TIME.

"I am perfectly certain that there is not another battalion that has made such a name for itself as the Royal West Kent. Everybody is talking about you. They say: 'Give them a job. They will do it. They never leave the trenches. It is perfectly certain they will stick it out.'" So General Smith-Dorrien told the 1st Battalion of the Royal West Kents last November after the earlier engagements on the Franco-Belgian frontier. "I do congratulate the regiment," continued Sir Horace, "on the magnificent work it has done. I thank you most heartily for your support. . . . I regret your heavy losses, your great losses among the officers, and such magnificent officers, too." One of the brilliant fights of the West Kents to which Sir Horace Smith-Dorrien referred forms the subject of our illustration. It took place in the last week of October near

Neuve Chapelle, a village on the borders of West Flanders. For five days the battalion was under fire. Its men are seen along the advanced fire-trenches, after other troops had fallen back, holding a road on the outskirts of the village, with the enemy "collecting in masses," as an officer describes, "about 250 yards from us. . . . Great credit is due to C.M.S. Penny for the cool manner in which he behaved—walking along smoking a cigarette and entirely collected, his action acting as a great steadier on the men in this critical situation; since at this time there was a gap of at least 400 yards on the left of our line of trenches." Says the officer, also: "Owing to the determined manner in which our men held the road with odds, roughly, of four to one against them, the enemy were frustrated in their attempt."—[Copyrighted in the United States and Canada.]

PAINTED BY A. C. MICHAEL, FROM MATERIAL SUPPLIED BY ONE OF THE CHIEF ACTORS IN THE INCIDENT

THE INDIAN ARMY.



NAIK DARWAN SING NEGI, OF THE GARHWAL RIFLES, LEADING ROUND THE TRAVERSES AT FESTUBERT, AND THEREBY WINNING THE VICTORIA CROSS.

The splendid loyalty of India, and the enthusiastic courage of her soldiers, have been most inspiring and encouraging. The Viceroy, Lord Hardinge, said recently: "It has also been a source of pride to us all that, in accordance with the boon announced at the King-Emperor's Durbar, two Victoria Crosses have already been awarded to brave Indian soldiers, this much-coveted decoration having in one case been bestowed by the hand of the King-Emperor himself." The soldier thus honoured was Naik Darwan Sing Negi, of the 1st Battalion 39th Garhwal Rifles, whom his Majesty decorated just before leaving France on December 5. The first Indian to win the V.C., Sepoy Khudadad, 129th Duke of Connaught's Own Baluchis, was then too ill to receive it. Naik Darwan Sing Negi was awarded it "for great gallantry on the night of November 23 to 24, near Festubert,

France, when the regiment was engaged in retaking and clearing the enemy out of our trenches, and, although wounded in two places in the head, and also in the arm, being one of the first to push round each successive traverse, in the face of severe fire from bombs and rifles at the closest range." An interesting account of these first two Indian V.C.s and their exploits was published by the Press Bureau. "The 1st Battalion 39th Garhwals," it states, "are recruited from that portion of the Himalayas lying within British territory immediately west of Nepal known as Garhwal, and Naik Darwan Sing Negi, like most of the sturdy recruits drawn from this neighbourhood, spent his boyhood herding his father's sheep and goats on the bleak uplands and glacier valleys, often alone for weeks on end."—[Copyrighted in the United States and Canada.]

PAINTED BY S. BEGG, FROM MATERIAL SUPPLIED BY AN OFFICER PRESENT AT THE ACTION.

THE ROYAL NAVY.



THE 4800-TON "GLOUCESTER" FIGHTING THE 23,000-TON "GOEBEN" AND THE 4550-TON "BRESLAU," WHICH SHE TACKLED SINGLE-HANDED.

For coolness and seamanship, the encounter of the "Gloucester" with the "Goeben" and the "Breslau" stands by itself. On one side was a single unarmoured British light-cruiser; on the other were Germany's best Dreadnought battle-cruiser and a swift cruiser equipped for hard-hitting. The "Goeben" and the "Breslau," after shelling Phillippeville and Bona, on the Algerian coast, had given the slip to the British squadron, in wait off the Straits of Messina, on the evening of August 6. One British cruiser only, the "Gloucester" (Captain W. A. H. Kelly), was able to overtake them—on the next afternoon, off the coast of Greece. Single-handed, the "Gloucester" challenged both Germans, and the "Breslau" dropped back to chase her off. The "Gloucester" faced the music. "The seaman-gunner pickt a shell, And spat upon it first;

Says he, 'This here should give 'em beans, If so be that she burst.' " So Mr. Maurice Hewlett tells, in his "Ballad of the 'Gloster' and the 'Goeben.'" The "Breslau" fired thirty shots in succession, but only smashed one of the "Gloucester's" boats. Sheering off first to one side, then to the other, the "Gloucester" let fly two broadsides at the "Breslau." Several of her shells told. On that, the "Goeben" came about to render help, sending a torpedo at the "Gloucester." It missed, and the "Gloucester" fired into the "Goeben," and damaged her. She then headed off to lead the enemy across the path of other British cruisers, still beyond the horizon. The Germans, however, guessed Captain Kelly's object. Giving up the fight, they both turned off, and made at full speed for the Dardanelles.—[Copyrighted in the United States and Canada.]

PAINTED BY NORMAN WILKINSON FROM A SKETCH BY A NAVAL OFFICER.

THE ROYAL NAVY.



THE "GOOD HOPE" GOING DOWN WITH HER LAST GUNS FIRING, IN THE GALLANTLY CONTESTED ACTION AGAINST OVERWHELMING ODDS, OFF CHILE.

There are no survivors from the "Good Hope" and the "Monmouth" to tell what took place on board our ships in Admiral Cradock's forlorn-hope fight against overpowering odds off Chile on the evening of November 1, 1914. But the men of the "Glasgow," who stayed as near as possible to the last, regardless of orders to make off, saw enough to make a splendid tale of British heroism. On the enemy's side were two heavily armed and armoured modern cruisers, the "Scharnhorst" and the "Gneisenau," with the well-equipped "Leipzig," "Dresden," and "Nürnberg." On the British side, the "Good Hope" and "Monmouth" were old cruisers inadequately armed and armoured, the "Glasgow," a small modern but unarmoured cruiser, lightly gunned, and an armed liner, the "Otranto," of no avail in the battle-line. The Germans, having the advantage

in speed and longer-range weapons, concentrated their irresistible broadsides on Sir Christopher Cradock's flag-ship, the "Good Hope," and on the "Monmouth." The "Good Hope" was in flames forward within a few minutes. She continued, however, to fire as many guns as she could. Then suddenly the "Glasgow's" men saw the "Good Hope" blow up, "the debris and flames shooting into the air some 200 feet." It was dark by then, and the "Good Hope" was seen no more. The battered "Monmouth," also on fire, down by the bows, and with a list to one side, still fought on. Her last signal ran: "In a sinking condition, but am making towards the enemy to try and torpedo her." From left to right, the ships shown above are: the "Glasgow," "Good Hope," "Monmouth," and "Nürnberg."—(Copyrighted in the United States and Canada.)

THE ROYAL MARINE AND NAVAL BRIGADES.



THE NAVAL DIVISION. GUIDED BY COLONEL SEELY IN A CAR, LEAVING ANTWERP AFTER THEIR GALLANT DEFENCE, WHICH DELAYED THE ENEMY AND SAVED CALAIS.

The Royal Marine Brigade reached Antwerp during the night of October 3-4, and held the trenches at Lierre, about nine miles from the city, under heavy shell-fire. When, however, the Belgians on their flank had to evacuate their trenches, the position of the Marines became untenable. They retired, in good order, on the 6th, assisted by the 1st of the two Naval Brigades which had arrived the previous night. The whole Naval Division then occupied the intervals between the forts on the second line of defence. At midnight on the 7th the Germans began to bombard the town, forts, and trenches. "During the day (October 8)," wrote Major-General Paris, Commanding the Naval Division, in his despatch, "it appeared evident that the Belgian Army could not hold the forts any longer. About 5.30 p.m. I considered that if the Naval

Division was to avoid disaster an immediate retirement under cover of darkness was necessary. The retirement began about 7.30 p.m., and was carried out under very difficult conditions. Colonel Seely and Colonel Bridges were not part of my command, but they rendered most skilful and helpful services during the evacuation." Guided by the lights of a motor-car, in which sat Colonel Seely and two or three other officers, part of the British force crossed the pontoon-bridge over the Scheldt, and threading their way along pitch-dark narrow roads littered with broken wires and abandoned vehicles, ultimately evaded the enemy, and reached Ostend safely." Lord Kitchener has pointed out that the delay caused to the Germans at Antwerp by the Naval Division enabled Sir John French to foil their advance on Calais.—(Copyrighted in the United States and Canada.)

DRAWN BY JOHN DAKIN, AN EYE-WITNESS.

THE ARMY CHAPLAINS.



A "PADRE" HOLDING A NIGHT-SERVICE ON THE FIELD, WITH A PACKING-CASE AS ALTAR AND A TIN MUG AS CHALICE.

The Church Militant is never more impressive, its services are never more inspiring, never more consoling, than when, as during the great world-combat under which humanity is labouring, it brings the beauty of holiness into places ravaged and laid waste by the havoc of war. In the strange place of worship which our picture shows, where the gaunt trunks of trees take the place of the stately columns of cathedral aisles; where the dim light is faintly reflected in the barrels of the soldiers' rifles, and the sombre sky is relieved only by a glimmer of moonlight, the ministrations of the Church, though conducted in surroundings more primitive than the catacombs in which the early Christians sheltered from their persecutors, attain a solemnity, even a dignity, beyond the reach of services held in conditions of peace. Many devoted chaplains, strong

in their faith, scorning all considerations of personal danger, bent only upon doing their duty and bringing the consolations of religion to the brave men risking and giving their lives so willingly in a cause which they know to be just, are at the front, and there hold services under conditions unknown and well-nigh unimaginable in tranquil times. And the soldiers are as reverent, as devout, as though worshipping in some home church. The altar may be a rough wooden packing-case, the altar lights may be the commonest of candles flickering in the mouths of bottles, the chalice, a tin mug; but the great Services gain in impressiveness, and bring their unfailing consolation. Awe-inspiring in its weirdness, such a scene is at once among the grimmest and the most beautiful actualities of the Great War.—[Copyrighted in the United States and Canada.]

THE ARMY SERVICE CORPS.



A TRAIN OF MOTOR-LORRIES OF THE ARMY SERVICE CORPS (THE COMMISSARIAT BRIGADE!) CHARGING AND THUNDERING THROUGH AN ASTONISHED BODY OF GERMAN CAVALRY.

Much of the success of the British Army has been made possible by the excellent work of the Army Service Corps. An officer, writing home, said: "The feeding is splendid—fuel, rations, tobacco, rum, etc.—all by motor-lorry transport, usually of the Pickford-van type. The A.S.C. will come out very well indeed from this business." The work of the Corps is very arduous and dangerous. The transport trains on the roads behind the firing-line are constantly shadowed by hostile aeroplanes and made a target for the enemy's artillery. Patrolling bodies of the enemy's cavalry may also be encountered. Our illustration shows one such incident which will be historic in the record of the Army Service Corps. To quote the official Press Bureau's report of the occurrence: "A portion of a supply-column was cut off by a detachment of German cavalry, and the officer in

charge was summoned to surrender. He refused, and, starting his motors off at full speed, dashed safely through, losing only two lorries." A similar (possibly the same) incident has been described by a member of the A.S.C. in a letter: "At 3 a.m. it was reported that we were surrounded by German cavalry. The order was given to burn the whole convoy to prevent it falling into the enemy's hands. But, by a clever ruse by one of our officers, we were enabled to get the convoy away, and off we went like the wind, with the Germans behind us. We had to cross a railway bridge. All the transport, with the exception of 30 motor-lorries, full of supplies, passed over in safety. Then a rush was made by these vehicles, and 28 of them had lumbered into safety when the bridge was blown up."—[Copyrighted in the United States and Canada.]

THE ROYAL NAVY.



BRITISH SAILORS RESCUING MEN OF A GERMAN DESTROYER, UNDER FIRE, AT THE BATTLE OF HELIGOLAND BIGHT, A GALLANT DEED OFFICIALLY RECOGNISED BY GERMANY.

The bold attack on the German squadron in Heligoland Bight on August 23, the first naval engagement of the war, was carried out by light-cruisers, destroyers, submarines, and battle-cruisers in combination. The light-cruisers, with the destroyers and submarines, opened the fighting at seven in the morning by surprising, under cover of a light mist, some twenty German destroyers patrolling together. The firing brought up two German cruisers, one a big four-funnelled ship, with which, while one of the other ships fought the German destroyer squadron, the "Arethusa" and "Fearless," light-cruisers, got into hot action. The "Arethusa" suffered severely. All her guns but one were put out of action. But the German cruisers had had enough. They retreated, hidden in the mist, the German destroyers following their example, except "U 187," which was

on the point of foundering. Our illustration shows the boats of the "Goshawk" rescuing survivors. Two of the "Defender's" boats with wounded Germans were in peril of being cut off. They were seen through the periscope of "E 4," which came to the surface alongside and removed the British crews. Just before eleven the German four-funnelled cruiser reappeared. She was attacked and driven off by the "Arethusa" (whose guns, except two, had been made serviceable again), with the "Fearless" and destroyers. The "Mainz" next came up, but within half-an-hour she was on fire and sinking. Another four-funnelled German vessel and a cruiser, with destroyers, renewed the attack, when our battle-cruisers appeared. Shells sent the big German ship flying, on fire. Four more shots sank the "Köln," in action near by.—(Copyrighted in the United States and Canada.)

PAINTED BY NORMAN WILKINSON.

THE TERRITORIAL FORCE.



"A GLORIOUS LEAD AND EXAMPLE TO ALL TERRITORIAL CORPS FIGHTING IN FRANCE": THE LONDON SCOTTISH MAKING AN EPOCH IN BRITISH MILITARY HISTORY.

The Territorials have done fine work in the war, not only at the front in France and Flanders, but also in Egypt, in preparing for home defence, and in garrison duties in various parts of the Empire. No troops could wish for higher praise from a Commander-in-Chief than that bestowed by Sir John French on one of the most distinguished Territorial units, the London Scottish, or, to give them their formal title, the 14th (County of London) Battalion, the London Regiment—after their first action. "I wish you and your splendid regiment to accept my warmest congratulations and thanks for the fine work you did on Saturday. You have given a glorious lead and example to all Territorial Corps fighting in France." The Germans on the previous night had strongly attacked Messines, and at one point penetrated the British line, but were eventually beaten off.

The gallant part taken by the London Scottish in the fighting was, to quote the British "Eye-Witness," "a special event, because it forms an epoch in the military history of the British Empire, and marks the first time that a complete unit of our Territorial Army has been thrown into the fight alongside its sister units of the Regulars." It was on Saturday, October 31, 1914, that the London Scottish were ordered to the front, and advanced under heavy fire. After entrenching, they repulsed numerous attacks. Finally the enemy made a great effort and worked round the flanks. There was fierce bayonet work, and the Scottish reserves, making repeated charges, saved the battalion from envelopment. "Behind the firing-line," writes "Eye-Witness," "the scene of combat was lit up by a blazing house which the Germans had set alight."—(Copyrighted in the United States and Canada.)

PAINTED BY R. CATON WOODVILLE FROM MATERIAL SUPPLIED BY A BRITISH OFFICER.



ONE OF THE FINEST ACHIEVEMENTS IN BRITISH MILITARY HISTORY: THE DEFEAT OF THE PRUSSIAN GUARD, THE CORPS D'ÉLITE OF THE GERMAN ARMY, BEFORE YPRES.

The defeat of the Prussian Guard, the *corps d'élite* of the German Army, by the British troops before Ypres on November 11, 1914, will ever be memorable as one of the finest military achievements in our history. On the following day, Sir Douglas Haig, Commander of the First Army Corps, issued an Army Order in which he said: "The Commander-in-Chief has asked me to convey to the troops under my command his congratulations and thanks for the splendid resistance to the German attack yesterday. This attack was delivered by some fifteen fresh battalions of the German Guard Corps which had been specially brought up to carry out the task in which so many other corps had failed—viz., to crush the British and force a way through to Ypres." Sir John French himself, in his despatch of November 20, 1914, wrote: "The Guard had received the Emperor's special commands to break through and succeed where their comrades of the Line had failed. . . . but, like their comrades, were repulsed with enormous loss." The fierce onslaughts of the Prussian Guard might well have been expected to carry all before them. But the waves of their onset broke against the rock of the "invincible British

infantry." "As the attackers surged forward," wrote "Eye-Witness," "they were met by our frontal fire, and, since they were moving diagonally across part of our front, were also taken in flank by artillery, rifles, and machine-guns. Though their casualties before they reached our line must have been enormous, such was their resolution and the momentum of the mass that, in spite of the splendid resistance of our troops, they succeeded in breaking through our line in three places near the road. They penetrated for some distance into the woods behind our trenches, but were counter-attacked and again enfiladed by machine-guns and driven back to the line of trenches. . . . The number of dead left in the woods behind our line alone amounted to 700. . . . Indeed, the scattered bodies of the enemy who penetrated into the woods in rear of our position could neither go backwards nor forwards, and were nearly all killed or captured." Our artist illustrates the moment when the British troops were retaking the captured trenches. The regiments represented in the illustration are the Berkshires and the Worcesters.—[Painting Copyrighted in the United States and Canada.]

PAINTED BY R. CATON WOODVILLE FROM MATERIAL SUPPLIED BY AN OFFICER WHO TOOK PART IN THE ACTION.

THE ROYAL NAVAL AIR SERVICE.



"A FINE FEAT OF ARMS" THAT WON D.S.O.'S AND THE LEGION OF HONOUR: THE NAVAL AIRMEN, BRIGGS, SIPPE, AND BABINGTON, RAIDING THE FRIEDRICHSHAFEN ZEPPELIN SHEDS

Among the daring exploits of our Naval airmen the attack on the Zeppelin headquarters at Friedrichshafen will ever remain memorable. As the first Admiralty statement put it: "This flight of 250 miles, which penetrated 120 miles into Germany, across mountainous country, in difficult weather conditions, constitutes, with the attack, a fine feat of arms." The Director of the Air Department wrote: "On November 21, 1914, Squadron-Commander E. F. Briggs, Flight-Commander J. T. Babington, and Flight-Lieutenant S. V. Sippe, Royal Navy, carried out an aerial attack on the Zeppelin air-ship sheds and factory at Friedrichshafen, on Lake Constance. They arrived over their objective at about noon, and, although under a very heavy rifle, machine-gun, and shrapnel fire, they all three dived steeply to within a few hundred feet of the sheds, when they released their

bombs—in all, eleven. Squadron-Commander Briggs was wounded, brought down, and made a prisoner, but the other two officers regained their starting-point. It is believed that the damage caused includes the destruction of one air-ship and serious damage to the larger shed, and also demolition of the hydrogen-producing plant." At the request of General Joffre, the Legion of Honour was immediately awarded to the three British officers. They have also received the D.S.O. It was reported that Squadron-Commander Briggs, when captured, was struck with a whip by a German officer. The "Berliner Tageblatt" subsequently published a statement purporting to be by the British airman, in which he says that he received a heavy blow on the head, presumably from the butt-end of a German private's rifle. The German officer "probably saved my life."—Copyrighted in the United States and Canada.

PAINTED BY JOHN BRYAN.

THE ROYAL FIELD ARTILLERY.



THE SAVING OF THE GUN AT LE CATEAU A GALLANT ACTION WHICH WON THE V.C. FOR CAPTAIN DOUGLAS REYNOLDS, DRIVER J. H. C. DRAIN, AND DRIVER F. LUKE.

Among the glorious deeds of the Royal Field Artillery, to whose number many have been added during the present war, an honoured place will ever be held by the gallant action which our artist has here illustrated. In the first list of awards of the Victoria Cross for this war, the official announcement stated that the coveted honour had been awarded to Captain Douglas Reynolds, 37th Battery, Royal Field Artillery, and gave the following account of his achievements: "At Le Cateau, on August 26, he took up two teams and limbered up two guns under heavy artillery and infantry fire, and though the enemy was within a hundred yards, he got one gun safely away. At Pisseloup, on September 9, he reconnoitred at close range, discovered a battery which was holding up the advance, and silenced it. He was severely wounded on September 15, 1914."

Captain Reynolds was gallantly supported by his men on this occasion, and the Victoria Cross has also been bestowed on Driver Job Henry Charles Drain and Driver Frederick Luke, 37th Battery, Royal Field Artillery, for "at Le Cateau, on August 26, as volunteers, helping to save guns under fire from hostile infantry who were a hundred yards away." In the drawing Captain Reynolds is riding by the near-side horse of the centre pair, whose rider, Driver Golbey, has been killed. Driver Drain is on the near wheeler, and Driver Luke on the near leader. Some German infantry may be seen on the right, and in the background is another British gun-team, whose leading horses had been shot down while those in charge were bringing it out of action. Further back are German infantry descending the hill.—(Copyrighted in the United States and Canada.)

PAINTED BY S. BEGG, FROM MATERIAL SUPPLIED BY A CHIEF ACTOR IN THE INCIDENT.

THE ROYAL HORSE ARTILLERY.



SERG.-MAJOR DORRELL AND SERGT. NELSON WINNING VICTORIA CROSSES AND COMMISSIONS BY REMAINING ALONE TO WORK THE LAST GUN OF "L" BATTERY.

It was at the close of the retreat from Mons. For three weeks "L" Battery, R.H.A., had been fighting rear-guard actions, attached to a cavalry brigade covering the retirement of part of the Army. They had halted for a night at Compiègne, having between them and the Germans a ridge—750 yards distant—which some French cavalry held. The retreat was to continue next morning, and at four the battery was limbered up and ready. But no orders to move came: a telephone-wire had been cut. A heavy mist prevailed. Just after five it lifted, and immediately a tornado of shells and bullets burst on the battery, striking down many men, and practically all the horses. It came from the ridge where the French cavalry had been. These had withdrawn early, understanding that the Horse Artillery were starting. The Germans, with ten guns and two Maxims,

occupied the ridge just after. Three British guns only could be used, but with these, manned by the survivors of the opening attack, Captain Bradbury, the senior officer left, answered the enemy. Our men silenced most of the German guns, but their own were put out of action, all but one. That, manned by a handful of heroes, fought on, until only two men were left. They were Sergt.-Major Dorrell, who joined from one of the disabled guns; and Sergt. Nelson. The two, keeping close under cover behind the gun-shield, fired until all their ammunition was gone—but they had silenced the Germans. Nelson had been twice wounded and could not stand. He knelt to set the fuses and load. The Bays came up soon afterwards, and saved them; also all the guns. Sergt.-Major Dorrell and Sergt. Nelson received the V.C. and commissions.—[Copyrighted in the United States and Canada.]

PAINTED BY S. EDD FROM MATERIAL SUPPLIED BY A CHIEF ACTOR IN THE INCIDENT.

THE ROYAL NAVAL AIR SERVICE.



FLIGHT-COMMANDER HEWLETT, ON HIS SEAPLANE, ALMOST COLLIDING WITH A MAST OF A GERMAN WAR-SHIP DURING THE FAMOUS AIR-RAID ON CUXHAVEN.

The Royal Naval Air Service has to its credit, among many daring feats in the war, and constant patrol work, the raids on Düsseldorf, Cologne, Friedrichshafen, and Cuxhaven. Flight-Commander Francis E. T. Hewlett, R.N., was the only one of the seven pilots engaged in the Cuxhaven raid who did not return. For a time he was given up as lost, till news came that he had been picked up by a Dutch trawler. He is the only son of the famous novelist, Mr. Maurice Hewlett, and his mother, a well-known airwoman, gave him his first flying lessons. After his rescue he received a message from the King: "I am delighted and greatly relieved to hear that you are safe, and I heartily congratulate you." Our artist, who obtained authentic details of Flight-Commander Hewlett's experiences, writes as follows of his illustration: "Seven war machines rise from the sea and wing their

way towards the German coast, Flight-Commander Hewlett in the lead. It is bitterly cold, and Hewlett crouches down low in his seat, peering into the fog, as his machine whirls along at nearly 100 m.p.h. Suddenly an object seems to rise almost underneath him, nearly to transfix his machine. He cuts off his engine and swings sharply over to avoid it—it is one of the masts of a great ship—and through the drifting mist below can be seen the outline of a battle-ship. The seaplane is too low, and almost fouls the mast, but the pilot deftly clears it. Now, beneath him, Hewlett can see the enemy's great war-ships anchored in line. He must be over Cuxhaven. Shells from anti-aircraft guns scream and detonate all round. Then, as the seaplane rises, they are left below and behind, and there is nothing but impenetrable fog once more."—[Copyrighted in the United States and Canada.]

PAINTED BY JOHN BRYAN FROM MATERIAL SUPPLIED BY ONE OF THE OFFICERS WHO TOOK PART IN THE RAID.

THE ROYAL NAVY.



"CLEAR OFF—SUBMARINES ABOUT": CAPTAIN LOXLEY, HIS TERRIER, BRUCE, BY HIS SIDE, GIVING HIS LAST ORDER AS HE WENT DOWN WITH HIS SHIP, THE "FORMIDABLE."

"The 'Formidable' was struck by two torpedoes fired from a submarine, and, even when her doom was evident, Captain Loxley signalled to another ship, which was rushing to his assistance, to 'keep off' because of the danger that she, too, might be torpedoed." It was in the early hours of New Year's morning, in the Channel. The moon was shining and the sea was rough. The "Formidable" was last in a line of ships. All except the watch were below asleep. The first torpedo struck a little after two, and the engine-room was quickly flooded. The ship stopped. She heeled to port, making it difficult to lower boats. The other ships held on (obeying the Admiralty order issued after the torpedoing of the "Cressy," "Aboukir," and "Hogue"), except one light-cruiser, directed by the Admiral in charge to stand by and save life. Three boats were launched,

but one capsized. The men were drawn up on deck or worked at the boats. Captain Loxley was on the bridge, smoking a cigarette as he gave orders. Lieutenant Simonds was with him, and Bruce, the Captain's dog. With noble self-sacrifice, the Captain signalled to the squadron: "Clear off—Submarines about." To the crew he called: "Steady, men, keep cool. Be British!" Twenty minutes later a second torpedo struck the "Formidable" to starboard. The ship heeled back to nearly an even keel, but settled deeper. She kept afloat some time, while every officer and man remained at his post. Everything of wood that might help men in the water was flung over, and finally the Captain gave the word: "Every man for himself!" A survivor saw him standing with arms folded as the "Formidable" went under.—[Copyrighted in the United States and Canada.]

THE EAST LANCASHIRE REGIMENT.



DRUMMER BENT DRAWING A WOUNDED COMRADE BACK TO THE BRITISH TRENCHES UNDER FIRE—FOR WHICH AND OTHER GALLANT DEEDS HE RECEIVED THE VICTORIA CROSS.

In the glorious annals of the East Lancashire Regiment, whose previous battle-honours range from "Gibraltar, 1704-5" to "South Africa, 1900-02," there can be few finer deeds of heroism than those which won the Victoria Cross for Drummer Spencer John Bent, of the 1st Battalion. The honour was awarded, in the words of the official account: "For conspicuous gallantry near Le Gheer on the night of the 1st-2nd November, when, after his officer, platoon sergeant, and section commander had been struck down, he took command, and, with great presence of mind and coolness, succeeded in holding the position. Drummer Bent had previously distinguished himself on two occasions, October 22 and 24, by bringing up ammunition under a heavy shell and rifle fire, and again, on November 3, when he brought into cover some wounded men who were lying exposed in the

open." Drummer Bent has described how he went out of the trenches to the aid of Private McNulty, who was lying wounded beyond. "As soon as I got hold of McNulty's shoulder," he said, "something seemed to take my feet from under me, and I slipped under McNulty. This took place close to the walls of a ruined convent, and just as I fell several bullets struck the wall, sending a piece of plaster against my left eye. Knowing it was impossible to stand up, I hooked my feet under McNulty's arms, and, using my elbows, I managed to drag myself and him back to the trenches, about twenty-five yards away." Drummer Bent received his medal from the King at Buckingham Palace. Though in a Lancashire Regiment, he hails from Ipswich.—(Copyrighted in the United States and Canada.)

PAINTED BY S. BEGG FROM MATERIAL SUPPLIED BY A CHIEF ACTOR IN THE INCIDENT.

THE AUSTRALIAN NAVY.



MEN OF THE "SYDNEY" CHEERING AND CRYING, "SHE'S GONE, SIR; SHE'S GONE," AS THE DEFEATED AND SINKING "EMDEN" TURNED TO RUN ASHORE.

H.M.A.S. "Sydney," with the "Melbourne," was escorting the Australian Contingent to Egypt when, at 6.30 a.m. on November 9, a "wireless" from Cocos Island reported a foreign war-ship off the entrance. In half-an-hour, the "Sydney" was making for Cocos at twenty knots. At 9.15, the Islands were in sight; then was seen the smoke of a ship racing at high speed towards the "Sydney." It was the "Emden," and twenty minutes later the battle began. The Germans set to furiously, blazing away with desperate energy. They were answered back with coolness and deadly precision by the Australian bluejackets of the "Sydney." "Best of all," describes one of the "Sydney's" officers, "was to see the gun's crews fighting their guns quite unconcerned." Their discipline and marksmanship were alike magnificent. "The men were too busy to do

other than make observations or cheer when their own shots hit. The sound of the enemy's shells bursting was hardly ever noticed. The men worked practically in silence." The German gunnery weakened within half-an-hour, as the "Sydney's" straight shooting told. "First," relates Captain Glossop in his official report, "the foremost funnel went; secondly, the foremast, and she was badly on fire aft. Then the second funnel went; and, lastly, the third funnel, and I saw she was making for the beach. . . . I gave her two more broadsides, and left her to pursue a merchant-ship." "Coming aft the port side fore-castle gun," says an officer, "I was met by a lot of men cheering and waving their caps. I said, 'What's happened?' 'She's gone, Sir, she's gone.'" The vanquished "Emden" was running ashore.-(Copyrighted in the United States and Canada.)

PAINTED BY C. M. PADDAY.

THE ROYAL NAVY.



WOUNDED, BUT TRIUMPHANT: VICE-ADMIRAL BEATTY'S FLAG-SHIP, THE BATTLE-CRUISER "LION," TOWED INTO PORT AMID CHEERS AFTER THE VICTORY IN THE NORTH SEA.

The North Sea victory of January 24, like those of the Falkland Islands and Heligoland, was a triumph for the British battle-cruisers. In the North Sea battle the "Lion" led the British line until a shell damaged her engines and caused a reduction of speed, but not before she had inflicted terrible damage on the "Blücher" and other German vessels. In the Admiralty's second announcement regarding the action it was stated: "The 'Lion,' which had some of her forward compartments flooded by a shell below the water-line, was taken in tow by the 'Indomitable.'" The casualties on board the "Lion" were 17 men wounded. Vice-Admiral Sir David Beatty, in his report, said: "The 'Lion' and 'Tiger,' having drawn ahead of the remainder of the squadron, were in action alone for some time, and consequently were subjected to the enemy's concentrated

fire, more particularly the 'Lion,' which ship suffered more as the result. . . . At about 11 o'clock, unfortunately, a lucky shot damaged one of the 'Lion's' feed-tanks, causing the port engine to be stopped. . . . The 'Lion,' with an escort, steered to the north-west, steaming with one engine, and I transferred my flag to one of the destroyers, and subsequently to the 'Princess Royal.' . . . The starboard engines of the 'Lion' also developed trouble, and the 'Indomitable' took her in tow, and brought her into port." The "Lion" had an enthusiastic welcome from the other ships of the squadron when she came into harbour on her return from victory. The sirens shrieked, and the crews of the anchored vessels crowded on deck and cheered—a quite spontaneous tribute to a popular Admiral and his flag-ship.—[Copyrighted in the United States and Canada.]

THE ROYAL NAVY.



THE MOST DRAMATIC INCIDENT OF THE BATTLE OF THE DOGGER BANK: THE "BLÜCHER" SINKING; AND THE SAUCY "ARETHUSA" STANDING IN TO SAVE LIFE.

It was soon after daylight on January 24 that a "wireless," from his light-cruisers and destroyers ahead, warned Sir David Beatty of the proximity of enemy-ships and told their force. The weather was fairly clear; the sea smooth. At top speed, at 28½ knots, the British battle-cruisers "Lion," "Tiger," "Princess Royal," "Indomitable," and "New Zealand," taking the risk of German mines, steered to meet the enemy. They sighted them not far from the Dogger Bank, heading towards the British coast: three battle-cruisers, the "Derfflinger," "Seydlitz," and "Moltke," and the armoured-cruiser "Blücher," biggest and most powerful ship of her type in existence, together with light-cruisers and destroyers. The Germans, on seeing our ships, turned and ran for port. The "Lion" led, opening fire at 20,000 yards. The "Tiger," "Princess

Royal," and "New Zealand" also attacked the rearmost German, the "Blücher," which, hard hit by the British 13½-inch shells, began to show signs of distress. Leaving the "Blücher" to her consorts, the "Lion" passed on to overtake the leaders, if possible, before they gained the refuge of their mine-fields. The "Tiger," "Princess Royal," and "New Zealand" between them rendered the "Blücher" *hors de combat*, firing at the same time at the German battle-cruisers ahead. These reached the mine-field and escaped, two of the three on fire, and all badly shattered. The credit for sinking the "Blücher," by two torpedoes, is claimed for the light-cruiser "Arethusa," so famous for her brilliant work in the war. She is seen above standing in to rescue German survivors.—[Copyrighted in the United States and Canada.]

PAINTED BY NORMAN WILKINSON FROM PHOTOGRAPHIC MATERIAL.

THE CANADIAN CONTINGENT.



"THE THREE MUSKETEERS" OF PRINCESS PATRICIA'S OWN: A GALLANT TRIO OF CANADIAN SHARPSHOOTERS WHO HELD A MOUND ALL DAY UNDER ALL KINDS OF FIRE.

Princess Patricia's Canadian Light Infantry had the honour of being the first regiment of the splendid Canadian Contingent to go to the front. Their arrival was heartily welcomed, and they soon gave proof of their excellent fighting quality. The trenches where they received their baptism of fire were only about a hundred yards from those of the Germans, and in the day-time they were subjected to a very heavy bombardment. The incident illustrated is thus described by an eye-witness: "A tumulus situated a little behind the Canadian position was occupied about the second or third night by three Canadian sharpshooters, who, taking up their station during the darkness, cut a couple of dug-outs at its base, and fortified the top with a few bricks, behind which they took cover. At daybreak they found that they commanded a fine view of the

German first-line trench and its supporting or reserve dug-outs, occupied by the Prussian Guard. The Germans, in fancied security, were strolling about between the dug-outs and the trench (there was no shell-fire from the British at the moment). The three Canadians opened a brisk fire on the unsuspecting enemy, who immediately scuttled into their holes like rabbits, but losing nine or ten killed before they were concealed. All day long the men on the tumulus were under all kinds of fire, and they in their turn kept the enemy from as much as showing a finger. When darkness fell again they retired back to the trenches, the only casualty of these modern 'Three Musketeers' being one with a slight bullet wound in the hand."—[Copyrighted in the United States and Canada.]

PAINTED BY S. BEGG FROM MATERIAL SUPPLIED BY AN OFFICER OF PRINCESS PATRICIA'S CANADIAN LIGHT INFANTRY PRESENT AT THE ACTION.

THE IRISH GUARDS.



"PRACTICALLY CAPTURING THE ENEMY'S POSITION BY HIMSELF": THE EXPLOIT OF MICHAEL O'LEARY, V.C., WHO SAVED A BRITISH COMPANY BY CHARGING BARRICADES.

Of all exploits that have won the Victoria Cross in the Great War, none has so captured popular imagination as that of Lance-Corporal (now Sergeant) Michael O'Leary, of the 1st Batt. Irish Guards, a regiment which has gathered many new laurels. O'Leary's V.C. was awarded (to quote the official announcement) "for conspicuous bravery at Colonneville on February 1, 1915. When forming one of the storming-party which advanced against the enemy's barricades he rushed to the front and himself killed five Germans were holding the first barricade, after which he attacked a second barricade, about sixty yards further on, which he captured, after killing three of the enemy and prisoners of two more. Lance-Corporal O'Leary thus practically captured the enemy's position by himself, and prevented the rest of the attacking party from being fired

was a brick-field near La Bassée. Company Quartermaster-Sergeant J. G. Lowry, of the Irish Guards, who took part in the attack, was also wounded. When he got near the end of one of the German trenches he dropped, and so did many others as the Germans were coming. Before the Germans could manage to slew it round, and meet the charging men, O'Leary picked off the whole of his mates to come up and capture the gun, he dashed forward to the second barricade, which the Germans were holding. The gun got slewed round, No. 1 Company might have been nearly wiped out."—(Copyright in the United States and Canada.)

PAINTED BY A. C. MICHAEL FROM MATTHEW LOWRY.

LOWRY.

THE ROYAL NAVY.



THE "GLASGOW'S" REVENGE: THE "LEIPZIG" SET ON FIRE AND SUNK BY THE BRITISH CRUISER, IN THE BATTLE OF THE FALKLAND ISLANDS.

Sir Doveton Sturdee's squadron was coaling at Port Stanley in the Falklands when, about eight on the morning of December 8, two large warships were reported by the look-out, and soon afterwards others were made out at a greater distance. The squadron, comprising the "Invincible" (flag-ship) and the "Cornwall," and "Kent," armoured-cruisers, the "Glasgow" and "Bristol," unarmoured-cruisers, and the "Macedonia," an enemy were Admiral von Spee's squadron, the "Scharnhorst" and "Gneisenau," armoured-cruisers, and the "Nürnberg," "Leipzig," and "Graf Spee." The "Kent" was out of harbour. She was joined within an hour by the "Glasgow" and the two were ordered to chase.

turned to run on sighting the "Invincible" and "Inflexible," while the rest of the squadron came out. The "Glasgow" had been in Sir Christopher Cradock's ill-fated squadron on that November evening when the "Good Hope" and "Monmouth" perished. Now the hour of reckoning had arrived. The "Glasgow" went after the "Leipzig," first engaging her with her 6-inch guns at 12,000 yards. The "Cornwall" joined in the duel after an hour, and from 4.17 p.m. to 7.17 a sharp, running-fight went on—less of the mines the "Leipzig" kept dropping—until on seeing the "Leipzig" ablaze from stem to stern, the "Glasgow" and "Cornwall" ceased firing. We see the "Glasgow" and a boat on the way to pick up survivors just before the "Leipzig" turned on her port side and capsized and went down.—[Copyrighted in the United States and Canada.]

A BRITISH NAVAL OFFICER.

N.B.—It should be pointed out in connection with this Special

has been taken to ensure accuracy. Every Painting has been checked in all its details.